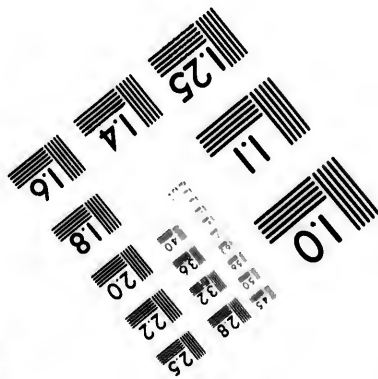
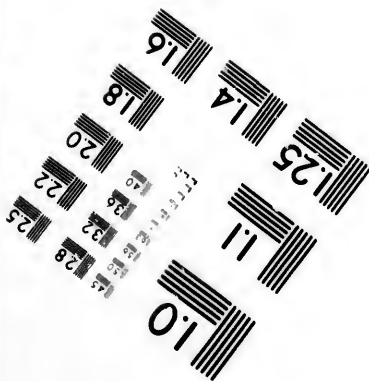
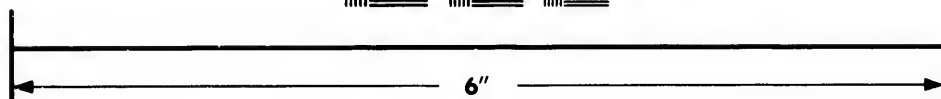
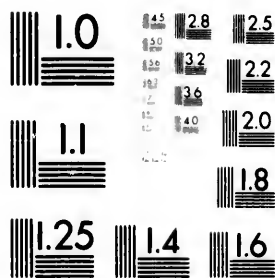


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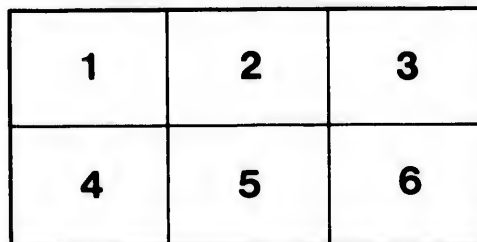
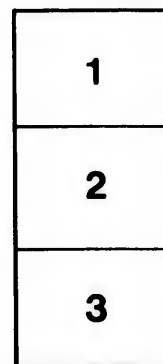
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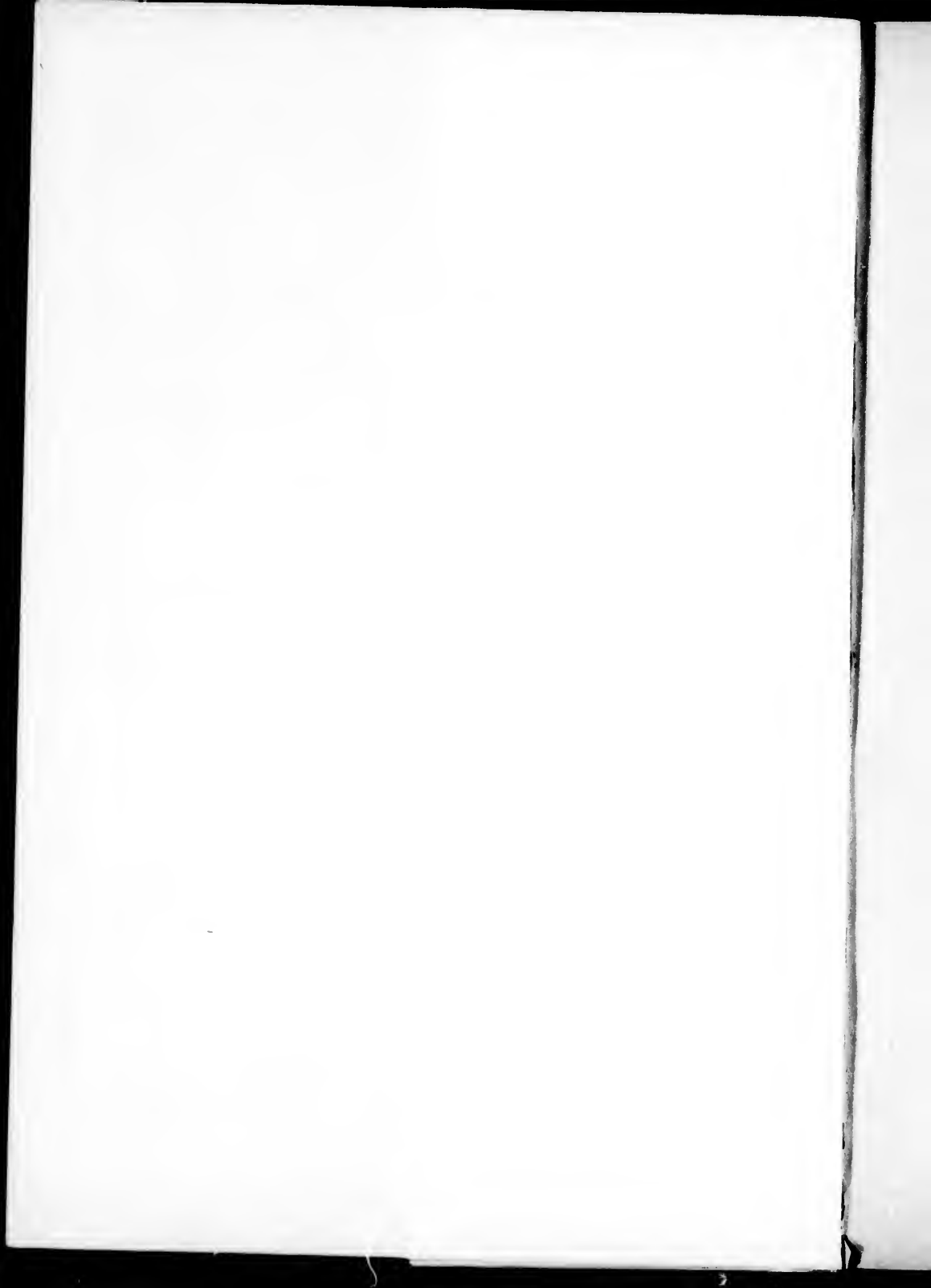
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HISTORY
OF
THE TOWNSHIPS OF DARTMOUTH,
PRESTON AND LAWRENCETOWN:

HALIFAX COUNTY, N. S.

(Elkins Historical Prize Essay.)

BY
MRS. WILLIAM LAWSON,
(MARY JANE KATZMANN.)

EDITED BY HARRY PIERS.

PUBLISHED BY PERMISSION OF KING'S COLLEGE, WINDSOR.

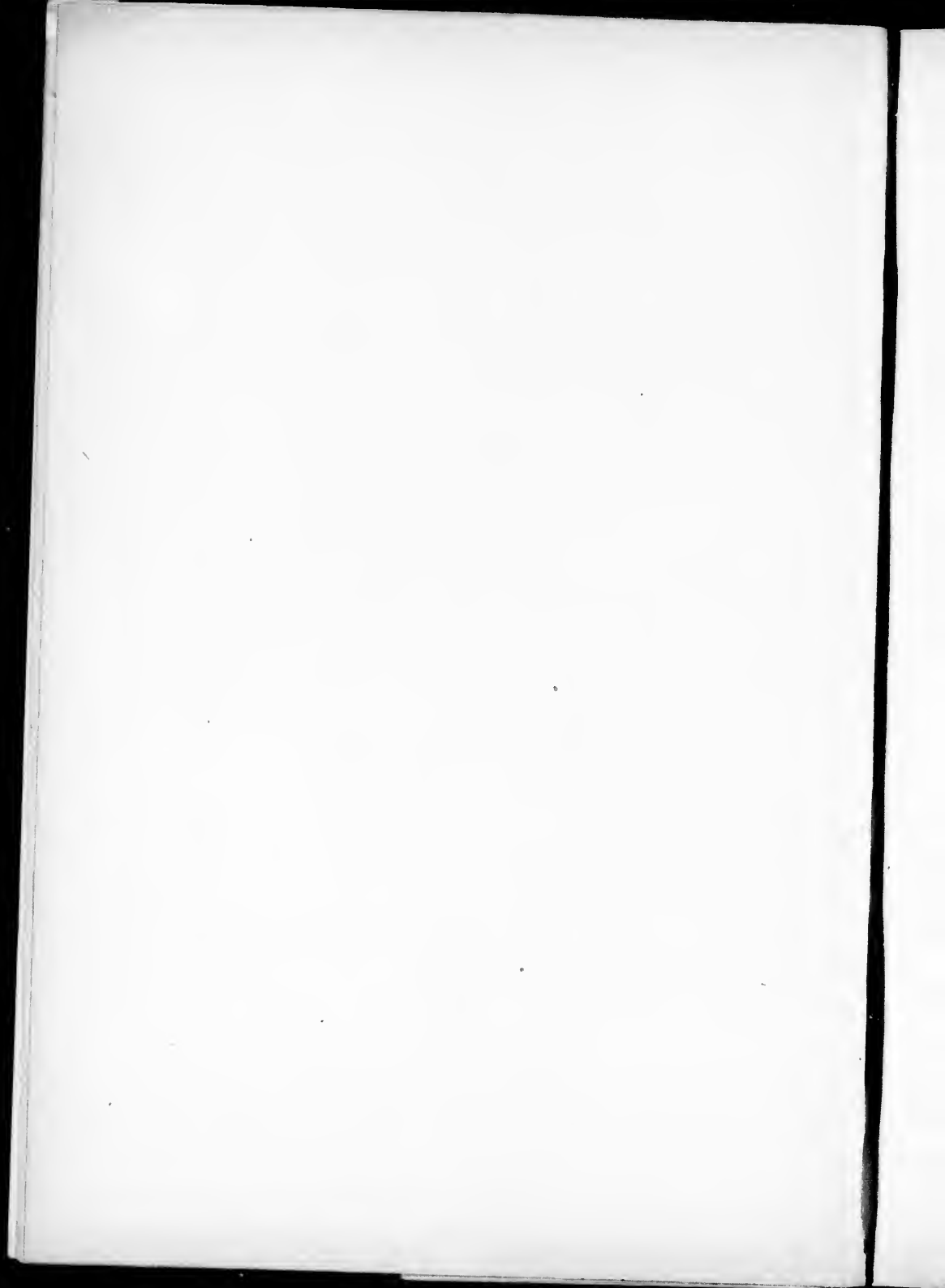
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HISTORY
OF
TOWNSHIP OF DARTMOUTH.



PREFACE.

THE present history of a portion of the County of Halifax, Nova Scotia, was prepared a few years ago by the late Mrs. William Lawson, who had long been well known as a contributor of verse to the papers of the day. It was written rather hastily, in order to compete for the Akins Historical Prize of 1887, which was awarded to it by King's College, Windsor. This unavoidable rapidity will account for the necessity of several changes which have been made before sending it to the printer, and also for any defects which still remain. The alterations have been made chiefly with a view to gain better order and more accuracy.

Mrs. Lawson, formerly Mary Jane Katzmann, was born and lived for many years in the neighbourhood of Preston, and her mother's family likewise resided in the same place. She therefore had an opportunity, such as few others have had, of collecting the chronicles of the surrounding district. This she did to a certain extent in a series of articles entitled "Tales of Our Village" which appeared in *The Provincial*, a magazine which had been edited by her about forty years ago. In that series, however, names of persons and places were not mentioned, and the stories were interwoven with much material which was avowedly fictitious. Afterwards when the Akins Prize was offered, she was stimulated to write a more extensive and accurate history, with the present result. He who desires an ornate account, will consult *The Provincial*; he who wishes to have only such information as is authentic, will find it in this volume.

In writing the history of townships like Dartmouth, Preston, and Lawrencetown, the author, owing to the narrowness of the field, has frequently to treat of subjects which would not be touched in a more comprehensive account. This necessity of dealing with minutiae leads to the introduction of tales and other minor traditions, which often have greater interest than a less particular narrative, as the details of a novel possess more charms than a description of the plot alone or a mere *résumé* of the story. The annals of Dartmouth and its sister townships,

contain several tales of a by-gone age, whose recital has often brought tears to humble eyes and which may yet have a charm for a more general and critical audience. He whom they interest not, has no love for local history, nor the simple legends which lend a fascination and glow of romance to any locality, and which make the sympathetic hearer loiter about a hallowed spot with feelings no ordinary man of the world can understand.

The preservation of the stories of the ill-fated relative of the Empress Eugénie, the mysterious Margaret Floyer and the French Governor, the tragic death of poor Mary Russell, the sad fates of the Meagher and Jones children, and the two Smiths, together with the accounts of other minor occurrences, is owing, doubtless, to the pen of Mrs. Lawson, who when but a girl had often listened with rare attention to their recital during the long winter evenings at Maroon Hall. These tales possibly constitute the *pièce de résistance* of the present book, and it was to a great extent their presence which first suggested to me the desirability of publication.

In preparing the history for the press, I have endeavoured to revise the manuscript in the manner in which the author herself no doubt would have done before finally committing it to the printer. An attempt has been made, as far as lay in my power, to verify the whole matter, especially the dates. Where the latter were often not mentioned, I have made great efforts to obtain them, and if unquestionable, they have been inserted directly in the text. The greatest caution, however, has been exercised in doing this, and where doubt existed, the dates have been usually placed in the footnotes. These searches have often cost actually days of diligent investigation, the result of which merely appears as a few figures. The satisfaction, however, of any additional exactness which might be so obtained, is alone sufficient reward for all such trouble. With still more time, many other unmentioned dates and additional information could have been obtained.

I have striven in every way, however, conscientiously to retain inviolable the author's work, save where faithfulness to truth or the principles of style rendered it unquestionably desirable to make slight changes. Such changes would have

been no doubt inserted by the author herself if time had been available in which to revise more thoroughly the manuscript. Before making alterations of the first kind, they have usually been verified in two or three ways.

The history of Preston was found to contain several narrations—such as the tales of Margaret Floyer, Mary Russell, and the Jones children—which undoubtedly belong to that of Dartmouth. The liberty has been taken to transfer these to their correct places. Maroon Hall also was situated just without the Preston boundary according to the original grant, and its history therefore in truth belongs to that of the sister township, but as the old house was so very intimately connected with the former district, it was considered absurd to alter its place in the volume. The story of the Meagher children has likewise been suffered to remain in the account of Preston under a similar but somewhat less justifiable plea. The details relating to the Montagu gold district will also be found in this township. A number of minor portions have been placed in a more systematic order, and the whole has been divided into chapters which will somewhat facilitate reference. As has been mentioned in one of the footnotes, the account of Waverley, although altogether irrelevant to the subject, has not been excluded, as it no doubt contains useful information.

The space bestowed by the author upon some subjects is rather disproportionate to that devoted to others. For example, the account of that very worthy and remarkable man, Titus Smith,—one who has never received sufficient applause,—is possibly somewhat lengthy under the circumstances, and carries one altogether out of the township, yet no one surely would cavil at an extended notice of this unassuming naturalist, a full biography of whom is a great desideratum. Such a biography would be laden with numerous interesting anecdotes. For the present, many will be pleased with the extensive sketch contained herein. A similar instance will be found in the particulars of the Morris family, and in a few other portions of the volume. All of these examples of unusual repleteness can very easily be pardoned, for such information is useful and should be preserved,—

especially in a history like the present, which has to deal largely with details.

The account of the old ferries was altogether erroneous and had to be entirely re-written from new material. It was also found that no notice had been taken of the Roman Catholic, Presbyterian, Methodist, and Baptist Churches, save in a single paragraph. Sketches of these had therefore to be prepared. Of course the reader has been apprised in the footnotes of such insertions. Whenever possible, the general history has been brought down to the present date—Mrs. Lawson's essay having concluded with the year 1887. Some might think this unnecessary, but it must be considered that such portions as are of recent date will some day be the history of long ago.

In lieu of a map, the positions of the various places mentioned, are usually described with as much exactness as possible in the footnotes, or by the introduction of a word or two in the text itself.

In the course of my revisal of the work, I have consulted a mass of old records, and interviewed many of the older residents. The history could have been much amplified, but my range was necessarily limited by the scope of the original manuscript. With these restrictions in view, I have laboured impartially and conscientiously at the book, in an endeavour to make it as far as possible one which I myself in the future can take from my shelf with a confidence engendered by verification. My portion of the work I fully know could have been done much better by many other men, and therefore some apology is necessary for the result. I, however, have been honestly interested in the labour, which has been accomplished as well as my abilities allowed. My best, is no doubt other men's poorest; but possibly faults and errors which were entirely undesigned will be pardoned through the leniency of the reader rather than because of their own fewness. I shall be much pleased if the critic finds anything whatever to approve of in my part; Mrs. Lawson's requires little or no apology.

"*Stanyan*," *Halifax*;
8th December, 1893.

HARRY PIERS.

HISTORY OF TOWNSHIP OF DARTMOUTH.

CHAPTER I.

FROM THE FIRST SETTLEMENT UNTIL THE DEPARTURE
OF THE QUAKERS.

WHEN in the month of June, 1749, the war-sloop *Sphinx* sailed up Chebucto Bay, followed by thirteen transports, a wonderful panorama of wood and water met the eyes of the mariners and weary emigrants. One month before, they had left behind them the coast of England, and the beauty of that dear old land was still fresh in their memories. Its smiling fields and happy homesteads held all they loved the best; the new country was brightened by possibilities alone. We can well imagine the mingled feelings of hope and apprehension which must have stirred their hearts as they entered the harbour which has since become so familiar and so dear to their descendants.

On that early summer morning, the rocky shore of Sambro, with its rough headlands so often beaten

by boisterous waves, lay calm and peaceful beneath the rising sun. The many coves and other inlets, now known to us by long-familiar names, were full of freshness and variety. Ketch Harbour, Purcell's, Portuguese and Herring Coves, unknown to story and undisturbed by man, were nestling in their beautiful surroundings, reflecting the graceful images of the drooping trees on the banks above. McNab's, George's, and Lawlor's Islands, covered with forest trees and herbage of the most delicate green, rose up like emerald mounds in a setting of amethyst. The North-West Arm, that picturesque extension of the sea, was coquetting with the golden-tinted clouds in the heavens above. The circular elevation, which for more than a hundred years has borne the chief fortification of Halifax, rose stately to the westward, crowning the lessening distance, and clothed with a mass of variegated forest which displayed every variety of green, from that of the dusky pine to the tender tint of the larch tassels. We are told that the thick woods grew down to the water's edge. The aspens trembled in the languid south wind; the wild fruit trees lifted their sweet, snowy blossoms to the sun. Birch and beech trees, with here and there an oak, towered above the alders of lesser size, and contrasted with the firs and spruces thickly set together. The undergrowth of ferns, vines,

mosses, and blossoming wild-flowers were spread as a carpet. The mayflower had faded in its cool, mossy bed, but the frail linnæa drooped its bells as the summer winds rifled them of their fragrance. All nature gave a glad and welcoming smile to the brave men who had crossed the sea to make a home in the new land.

When all the ships had arrived, the intending settlers held council, and proceeded to decide what spot should be the site of their future dwelling places. Some advised its location near the end of the peninsular, in the vicinity of what is now known as Point Pleasant. A larger number were in favour of the eastern shore, where now lies the township of Dartmouth, thinking its position more picturesque and suitable.* Finally, however, the site where the present city stands was chosen, and the name Halifax was given to the place in honour of the president of the Lords of Trade and Plantations. Soon the stately trees which had long stood as the

*I have not, so far, been able to find any authority for stating that the eastern side of the harbour was considered by the settlers to be a more favourable location for their future homes. Cornwallis in a letter to the Board of Trade and Plantations, dated 24th July, 1749, says that Sandwich Point (Point Pleasant) appeared to be the best situation for the new town, and that that was the general opinion at first. It was afterwards abandoned in favor of the present site.—*Editor*.

guardians of the soil, fell fast under the axes wielded by the strong arms of the English pioneers, who lived under canvas and in rough shanties hastily put up for temporary occupation. The work of clearing and building went on vigorously, and by the middle of October some hundreds of houses were in course of erection, and many had been completed. The town had been laid out and divided into blocks and streets, and the settlers comfortably housed, before the forest on the opposite side of the harbour was invaded.* The latter was then the home and hunting-ground of the Micmac Indians. This tribe

*Shortly after the settlement of Halifax, Major Gilman erected a saw-mill in Dartmouth Cove. It was doubtless situated on the stream which flows from the Dartmouth Lakes, but the exact site I have been unable to ascertain. The land laid out for the saw-mill appears under the name of Ezekiel Gilman, on an old plan in the Department of Crown Lands, Halifax. The boundary of the plot began on the above stream, at a spot close to the present Presbyterian Church, or about thirty chains from Collins's Point, near the Chebucto Marine Railway. From thence it ran north 55° east, about sixty chains; thence north 35° west for about forty-two chains; thence south 55° west, for seventy-two and a half chains; thence south 35° east, for about fifty chains, or until it reached the stream before-mentioned. This embraced half of the First Lake, and land to the south east and south-west of it. A plan of the Harbour of Chebucto and Town of Halifax, which appeared in *The Gentleman's Magazine* for July, 1750 (page 295), shows three streams falling into Dartmouth Cove. The middle one of these is called "Saw Mill River." This name was probably intended to have been applied to the most northern of the three, and the transposition may have been an error of the draughtsman. A building marked "Major Gilmot's" (Gilman's?) appears near

had for generations wandered through the woods on either side of Chebucto Harbour, the original owners and masters of the great wilderness around them.

A few years before the arrival of Cornwallis, the harbour had been visited by a portion of the fever-stricken French fleet, under the command of Nicolas de la Rochefoucauld, Duc d'Anville, which had anchored in Bedford Basin. The English, hearing of this from some fishermen on the coast, came into the harbour in search of the vessels, but believing that navigation terminated at the Narrows, they did not discover the position

the end of the point named Warren's Point on the plan, but since known as Collins's Point. On Saturday, 30th September, O. S., 1749, six men, without arms, were cutting wood near Gilman's mill. The Indians attacked them, killing four and carrying off one. The sixth man escaped. On 30th April, 1750, Cornwallis writes, that he never had one board from the saw-mill. "It has been," he says, "my constant plague from the beginning; thirty men have been constantly kept there ever since the affair of the Indians." Between April and July, 1750, Gilman gave up the mill, and it was let to Capt. William Clapham. In June, 1752, the government mills at Dartmouth were sold at auction, for £310, to Major Ezekiel Gilman. During the winter of 1749-50, the storeship *Duke of Bedford* and an armed sloop, were anchored in Dartmouth Cove, and the ice was broken around them every night in order to prevent the approach of the Indians. They were also within "Gun Shot of the Fort at the Sawmill." (See MS. Minutes of Council, Sunday, 7th January, 1750). According to Dr. Akins, the ships were under cover of a gun which was mounted on a point near the saw-mill. This, I suppose, was Collins's Point.—*Ed.*

of the French ships, and returned to sea. Several hundreds of the French died at Chebucto, and large numbers were interred on the Dartmouth side, not far from the shore. A great quantity of the bones have been dug up near the Canal bridge, and on the Eastern Passage road, also in other places by workmen repairing the highways. D'Anville died, some say of poison, and the vice-admiral of the fleet, d'Estournelle, killed himself with his sword.*

*D'Anville's fleet left Rochelle on 22nd June, 1746, N. S., and was soon scattered by storms. The Duke arrived at Chebucto on 10th September, and on the 16th he died and was buried on George's Island. Fever had broken out among the men while at sea, and from 1200 to 1300 were buried during the voyage. After the remains of the fleet reached Chebucto, it was found necessary to encamp the men, which was accordingly done. Various traditions are related as to the site of this encampment. In my mind there seems to be no doubt that the main one was on the western or south-western side of Bedford Basin, at what is still known as French Lan-ling—between the Three- and Four-Mile Houses. Behind Birch Cove there is an old burying-ground, without headstones of any kind, and about which no one apparently has any credible information. Some consider it to be a Miemac cemetery, but I have opened a few of the graves, and found a small tuft of dark brown hair on one of the skulls, which proves that it was not that of an Indian. Haliburton in *The Clockmaker* (Third Series, Chapter II) speaks of this as the burial place of d'Anville's men, and he says that at that time the hulls of some of the French ships could be seen beneath the water near by. If the bones found at Dartmouth near the Canal Bridge and on the Eastern Passage Road, were those of d'Anville's men, they must have been buried there previous to the formation of the regular encampment on the shores of Bedford Basin. I have been told that one of the skulls

In the month of August, 1750, the *Alderney*, a ship of 504 tons, arrived at Halifax, with three hundred and fifty-three emigrants. It was thought advisable by the authorities to whom the interests of the new settlement were entrusted, that these later settlers should occupy the eastern shore of the harbour. A town was accordingly laid out in the autumn of 1750. It was given the name

found at Dartmouth had gold-filling in the teeth. There is no positive evidence for stating that these were men of the French fleet. Mr. George Shields, an aged inhabitant, says that about sixty years ago there was a small island, which has since disappeared from the action of the sea, north of Mott's wharf in Dartmouth Cove. This was an old burying-ground, and contained many human bones, which, he says, were those of Frenchmen. The island, however, does not appear on the early plans of the place. (See a subsequent note.) I do not know what warrant there is for the statement that the English came into the harbour, but failed to find the enemy. It is copied from a paragraph in "Sketches of Dartmouth," by M. B. DesBrisay, in the *Provincial Magazine*, vol. I, page 95. According to Murdoch and Haliburton, 1130 Frenchmen perished at Chebucto, of the frightful disease which afflicted them. The Micmacs to this day remember the sickness which they caught from the foreigners at that time, and which destroyed, it is said, more than a third of the tribe. Although the main incidents of this ill-fated expedition are well known, yet the minor particulars are meagre, or else very discrepant. Even the place or places where the fever-stricken men were landed and over a thousand of them were buried, is still not definitely known. The matter much needs elucidation; and the writer who treats thoroughly of the expedition in all its details, will be doing a work of much interest, for we cannot but be concerned by the tragic fate of this terrible armament which was humbled by storm, sickness, and death.—*Ed.*

of Dartmouth,* and apportioned as the home of the newly arrived settlers.

From their earliest occupancy of the place, they had much to contend with, owing to the incursions of the Indians. The latter, under cover of the woods, were constantly lying in wait for the settlers, surprising and overpowering them, and leaving very few of the unfortunate people to the enjoyment of their new home.

There was a guard-house and small military post at Dartmouth from the earliest settlement of the town. These were stationed on a hill commanding a good view of the harbour, and within easy distance of the water. It is still known as Block-House Hill, although all traces of its former use have long ago passed away.†

* The town was doubtless named in honour of William Legge, 1st Earl of Dartmouth. This nobleman enjoyed the confidence of Queen Anne, and in 1710 became one of her principal Secretaries of State. In September of the following year, he was made Viscount Lewisham and Earl of Dartmouth, and in 1713 was appointed lord-privy-seal. On the death of the queen, he was one of the lords-justices of Great Britain. His lordship married in 1700, Anne, daughter of Heneage, Earl of Aylesford. He died on 15th December, 1750, and was succeeded by his grandson.—*Ed.*

† Block-House Hill is at the north-western end of King Street. The block-house, of which no portion now remains, is said to have been situated on the highest part of the ground which is at present bounded by Prince Edward, Church, Wentworth, and North

In the spring of 1751, nine hundred and fifty Germans arrived as settlers in Nova Scotia; and in the following year, one thousand more of the same nationality. Some difficulty appears to have been experienced by the government in providing a suitable situation for settling so large a number of persons. It was proposed in council to place them on the Dartmouth side of the harbour, over against George's Island, and Captain Charles Morris was sent to survey the ground. This arrangement was not carried into effect, and the greater part of the German settlers were sent in 1753 to Malagash Bay, where they built the town of Lunenburg.

Streets. King Street very likely passes over or near the site. Strange to say, I have been unable to find the building on any of the old plans, either military or civil. The following order was issued on 31st December, 1750 :—

WHEREAS, it has been represented to His Ex'y, that several persons who have lots in Dartmo. do reside on this side of the water, and whereas a watch is absolutely necessary for the safety of the place, notice is hereby given to such persons that if they do not pay one shilling for each guard as it comes to their turn, they shall forfeit their lots in Dartmonth.

Halifax, Decem'r. 31st, 1750.

By his Excellency's command,

WM. COTTERELL.

On 23rd February, 1751, O. S., Cornwallis ordered that a sergeant and ten or twelve men of the military of Dartmouth, should mount guard at night, in the block-house, and that they should be visited from time to time by the lieutenant.—*Ed.*

In 1751,* while the little village of Dartmouth was sleeping in fancied security, the Indians, under cover of the night, surprised the inhabitants, scalped a number of the settlers and carried off several of them as prisoners. As was natural, these original possessors of the country resented fiercely the encroachments of the white strangers. They had therefore collected in great force on the Basin of Minas, and ascended the Shubenacadie in canoes.

* I have been unable to ascertain the exact date of this attack. It must, however, have been in May. for it was on May 14th, O. S. (25th, N. S.) 1751, that a court-martial was ordered to enquire into the affair. The rascally priest, Le Loutre, was probably the instigator of this descent upon Dartmouth. He evidently knew well the water highway across the province, for it is said that he was in the habit of proceeding by the River Shubenacadie to Chebucto, where he communicated with Duc d'Anville's fleet in 1746. (See *Selections from the Public Documents of N. S.*, p. 178.) Cornwallis himself, in a letter to the Lords of Trade, dated 24th June, 1751, seemed to think the Governor of Canada was responsible for the outrage, and even suspected him of offering a reward for English scalps and prisoners. The capture of some vessels by the British had much exasperated the French governor, who "sent a body of Canada Indians to join the St. John's and Mickmacks, and to do what mischief they could in this Province." Those interested in the matter, should read Cornwallis's letter, which has just been referred to. It will be found in volume 35 of the MS. Records of the Province. An article in the *Nova Scotia Gazette and Weekly Chronicle* for 5th September, 1780, blames the French for the raid, and even gives the name of the Acadian who, it says, was at the head of the expedition. It seems that none of our historians have discovered this piece, and I shall therefore copy the following :— "As the extracts from the Abbé Reynal's History of the Settlements and Trade of the Europeans, &c., publish'd in

Nothing was easier than to steal into the straggling town by night, and to make their escape in case of unlooked-for resistance. The Indians had been regarded by sad experience as most unfriendly neighbours to all the newly arrived settlers, and the people of Dartmouth, fearing an attack from them, had fenced in their town with a low brush palisade. This at first had appeared to be a protection, but was found afterwards to serve only as a cover for the enemy. Captain Clapham and his company of

the Paper, of last Tuesday, contains [sic] several injurious Misrepresentations of the Conduct of the English Government in this Province, in respect to the French Acadians [sic], commonly call'd Neutral French, and their Removal from this Country, it is thought necessary to State the real Facts as they happen'd, and can be sufficiently attested In 1749 the English made a settlement at *Halifax*, they had scarcely Time to erect Houses for their covering, when the Acadians instigated the Indians against us, supplied them with provision and ammunition, and secured their Retreat, by which means many murders were committed; and when we attempted to settle Dartmouth, the Acadians themselves with a few Indians, one Beau Soliel an Acadian at their Head, fell on that Town in the Night, murdered above Twenty Persons in Cold Blood, and captured as many more; it would be endless to enumerate Particulars, and a Subject too Shocking; but this practise continued for four or five Years, and all our Settlers for that Time were obliged to live within Pallisaded Places, guarded by the King's Troops, and the troops themselves were often attacked by Acadians in travelling from Fort to Fort," *The Nova-Scotia Magazine*, volume II., (Halifax, 1790, pp. 287-289) contains a similar article, doubtless by the same writer, in which the name of the Acadian appears as "Beau Soleli." The difference is merely a typographical error. In this last account, the presence of other Acadians is not mentioned.—*Ed.*

Rangers were stationed in the Block-House, firing through the loop-holes during the whole affair. The light of the torches, and the discharge of musketry, alarmed the inhabitants of Halifax, some of whom put off to the assistance of the village. They did not, however, arrive in any force until after the Indians had retired. The night was calm, and the cries of the people and the whoops of the savages were distinctly heard on the western side of the harbour. On the following morning, several bodies were brought over to Halifax. The Indians had carried off the scalps. Mr. Pyke,* some of whose descendants are still living in Nova Scotia, lost his life on this occasion. Those who fled to the woods were all taken prisoners but one.†

A Mr. Wisdom, who was engaged on the Dartmouth side cutting lumber and procuring

* Father of John George Pyke.—*Ed.*

† Tradition says that the aunt of Mr. Teaser was an infant at the time of this massacre, and that she was one of the babes who were carried down to an open boat and rowed across the harbour, under fire of the Indians. Rev. Thomas Teaser was well known, being formerly rector of Truro. Capt. W. Moorsom, in his *Letters from Nova Scotia* (Lond., 1830, page 29) says, that one of the survivors of this massacre was living in 1828, an old respected inhabitant of the town. He was a child at the time of the attack, and when the Indians rushed into his father's cottage and tomahawked his parents, he escaped by hiding himself beneath the bed.—*Ed.*

house frames, was crossing to Halifax before day-break to get provisions for his camp. Hearing the firing, he returned to its shelter at the place generally known as Creighton's Cove.* He and his men, armed with muskets, hastened to the place where the fight was in progress, leaving a coloured man in charge of the camp. When they returned, they found that the Indians had visited their quarters and carried off everything, including the unfortunate black man. He was taken by his captors to Prince Edward Island, but was afterwards found and brought back by his employer. Mr. Wisdom† and his family subsequently settled in Dartmouth, and many of his descendants are among the present inhabitants of that township.

A Mr. Hall was captured by the Indians at this time, and was scalped in the neighborhood of what is now known as Prince Arthur's Park. In his case

* I have been told that Wisdom's camp was just south of Mott's factories in Dartmouth Cove. The place once belonged to the Creightons, and it was the terminus of the south ferry. A number of fine old willows still stand there. They are said to have been planted to replace the forest trees which had been cut down.—*Ed.*

† This may have been John Wisdom, who with Edward King, received a grant of land on 26th January, 1786, which included the present Woodlawn Cemetery to the south-west of Lamont's Lake, and also another tract at Lake Loon.—*Ed.*

the operation fortunately was not fatal, for he recovered and afterwards went back to England.

Touching this massacre in Dartmouth, a writer in the *London Magazine* of 1751, says, that on the 14th-25th of May,* 1751, a general court-martial was ordered to enquire into the conduct of the different commanding officers, both commissioned and non-commissioned, who had suffered the village of Dartmouth to be plundered, and many of its inhabitants put to death, when there was a detachment of regulars and irregulars posted there for their protection, to the amount of upwards of sixty men. Governor Cornwallis in a letter to the Lords of Trade, dated 24th June, 1751, says: "A large party of Indians came down to a small village opposite Halifax where I was obliged to put some settlers that arrived last year, in the night attacked it and did some mischief by killing of the inhabitants, I think four, and took six soldiers who were not upon guard that night. Our people killed six of the Indians, and had they done their duty well, must have killed many more."

Private letters from Halifax state that there had been skirmishes with the Indians, in which several of the English had been killed and scalped. "Some days ago," says the writer of one of these letters,

* The two dates are new and old style.—*Ed.*

"about sixty Indians attacked the town of Dartmouth, whose fence is only a small brushwood, and killed about eight of the inhabitants, and after that exercised their cruelties by pulling down some houses and destroying all they found, not sparing women and children. A sergeant who was in his bed, went to the assistance of the inhabitants. They pursued and killed him, and not being contented with his life, cut his left arm off and afterwards scalped him. In returning from the town, they carried off about fourteen prisoners in triumph. The company of Rangers posted there gave no assistance. But one Indian scalp had been brought in under the offer of fifty pounds reward made some four months before. This is attributed to the care of the Indians for their dead, as they always carry their fallen comrades with them when retiring from a scene of slaughter."* Another letter from Halifax, dated 30th June, 1751, says, that "a few days since the Indians in the French interest perpetrated a most horrible massacre in Dartmouth, where they killed, scalped and frightfully mangled several of the soldiery and inhabitants. They spared not even women and children. A little baby was found lying by its father and mother, all three scalped. The whole town was a scene of butchery,

* See *London Magazine*, 1751, page 341.

some having their hands cut off, some their bellies ripped open, and others with their brains dashed out."*

By these extracts it will be seen that the accounts of the massacre vary considerably. The traditions handed down by the survivors and still extant in Dartmouth, would imply that a large number lost their lives on this occasion. At all events, the alarm and discouragement caused by the attack, depopulated the little village, and the greater part of the settlers removed to other places.†

Some Germans, who arrived on 10th July, 1751, were sent to Dartmouth and employed in picketing the back of the town. It is said that this fence remained until 1754, and that a detachment of troops protected the place.‡ Not above five families, however, were left in it, as there was

* *London Magazine*, 1751, page 419.

† A list of the families in part of Nova Scotia, dated Halifax, July, 1752, states that there were within the town of Dartmouth, 53 families, 81 males above sixteen, 47 females above 16, 29 males under 16, 38 females under 16; total 193. (*Selections from the Public Documents of N. S.*, p. 670.)—*Ed.*

‡ Fort Clarence was built in 1754 (see a subsequent page of this History). The following extracts are from the diary of John Thomas, a surgeon in Winslow's expedition of 1755, against the Acadians (See *Collections of N. S. Historical Society*, vol. 1):—

December 10, 1755.—Went to Dartmouth P. M: with Colonel Winslow & major Prible Ensign Gay is Posted there with 50 men.
December 12.—We Paraded 150 men who Took Beding &

neither trade nor fishery to maintain them, and they were afraid to cultivate the land outside of the pickets, lest the dreaded Micmaes should destroy not only the work of their hands, but also themselves at the same time.*

In February, 1752, the first ferry between the new settlement and Halifax was established, and a ferryman, John Connor, appointed by order of the Governor and Council.†

In 1758, a return was made by the Surveyor-General, the first Charles Morris, to Governor Lawrence, giving a list of the lots in the town of Dartmouth, and the names of the proprietors who had complied with the Governor's request regarding

went over to Dartmouth under ye Comand of Capt. Speakman to Take up winter Quarters thare.

December 26.—Colonel Winslow came over to Dartmouth to Review ye men Posted thare I came over to Dartmouth with him.

December 28.—Mr. Philips Preached In Clapums windmill P: M: he Returned to Hallefax P: M:

December 31.—We have about 230 of our Troops here att Dartmoth this ends ye year 1755.

* This was in 1753. (*Vide Murdoch's History of N. S.*, v. II, p. 224.)—*Ed.*

† Dr. Akins, in his *Essay on the History of the Settlement of Halifax*, (Halifax, 1847, page 18), is mistaken when he states that this occurred in December, 1750. Mrs. Lawson failed to rectify the error. The ferry was established by the Governor and Council on Monday, 3rd February, 1752. John Connor, of Dartmouth, was given the exclusive right for three years, of carrying passengers for hire between the two towns. He was directed to constantly keep two boats for the purpose. These

settlement and improvement.* The number was small, and from this period the township was almost derelict.† The Indians still collected in force in the vicinity of Shubenacadie, and were always sending out scouts in search of plunder. The unhappy inhabitants, in constant dread of an attack, passed a miserable existence, and were anxious to escape from a place where there was neither assurance of safety nor promise of prosperity.

two boats, or more, were to continually ply between the towns during proper weather, from sunrise till sunset every day in the week except Sunday, when they were to pass only twice, in order to accommodate persons attending divine service. The fare for each passenger was to be three-pence between sunrise and sunset, and sixpence at any other hour. Baggage carried in the hand passed free, and a reasonable amount was to be paid for other baggage or goods. Previous to this, the inhabitants of Dartmouth and Halifax had been much inconvenienced by the charges and irregularity of the unauthorized boats which had plied between the settlements. *Vide* MS. Minutes of Council held Feb. 3, 1752, preserved in the Provincial Secretary's office, Halifax; also Akins *Selections from the Public Documents of N. S.*, p. 648. For a full account of the ferry, see Chapter III.—*Ed.*

* The list which accompanied this return, is probably the one which will be found in Book I, pages 60-66, of the old description books then kept by the surveyor-general, now in the Crown Lands Office. On pages 280-285 of the same volume, will be found a list of the proprietors of lots in the new town of Dartmouth as laid out for the Quakers, together with grants made to Michael Wallace, J. Tremaine, and Lawrence Hartshorne, in 1796, after the departure of those people.—*Ed.*

† "The Town of Dartmouth, situated on the Opposite side of the Harbour, has at present two Families residing there who subsist by cutting Wood." (From *A Description of the Several*

For nearly thirty years, only these few straggling families held the unfortunate town. The government did nothing to induce later arrivals of emigrants to settle among them, nor took any measures to assist the discouraged occupants in the improvement of the village.

In 1784, Governor Parr opened negotiations with persons residing in Nantucket, and encouraged twenty families, to remove thence to Dartmouth, so that they might carry on the whale fishery from its harbour.* In 1786, the Surveyor-in-chief was ordered to make a return of the vacant lands in Dartmouth, so as to grant them to Samuel Starbuck, Timothy Folger and the rest of the company from

Towns in the Province of Nova Scotia, with the Lands comprehended in & bordering upon said Towns, drawn up . . . Jan'y. 9, 1762, By Charles Morris, Esq., Chief Surveyor. Manuscript no. 172, in Legislative Library, Halifax.)—Ed.

* On 20th September, 1785, Governor Parr wrote to the Secretary of State, Lord Sydney, that, in consequence of the encouragement which he had given them, there had lately arrived in this port three brigantines and one schooner, with their crews and everything necessary for the whale fishery. He expected, very soon, their families would come here, as well as the value of their property at Nantucket converted into such commodities as should be most convenient for transportation; also he looked for the arrival of a ship [sloop?] and three more brigantines thence, for the same employment. (Murdoch's *History of N. S.*, Vol. III., p. 44.) Lord Sydney replied, April, 1786, that he disapproved of the introduction of these people into the province.—*Ed.*

Nantucket.* The town was then laid out in a new form, and the sum of fifteen hundred and forty-one pounds, seventeen shillings and sixpence was paid in 1787 for buildings to accommodate the whalers and their families, and for otherwise improving the settlement†

The town now took a new start, and good hope was entertained for its ultimate prosperity. The fishermen principally confined their efforts to the neighbouring Gulf of the St. Lawrence, where at that time black whales were found in abundance. Sperm whales were also obtained in the waters further south. An establishment was opened almost immediately after the whalers were well started, for the manufacture of spermaceti. This was a remunerative industry, and continued to flourish for several years.

These settlers from Nantucket were members of the Society of Friends, usually called Quakers.

* Murdoch in his *History of Nova Scotia*, vol. III, page 44, says that 1785 was the date of this order. The town lots were escheated on 2nd March, 1786, in order to grant them to the Quakers.—*Ed.*

† By Letters Patent bearing date 4th September, 1788, a common of one hundred and fifty acres, was granted to Thomas Cochran, Timothy Folger and Samuel Starbuck in trust for the inhabitants of the town of Dartmouth (Grant Book 19, page 58, Crown Lands Office). In 1789 an act was passed to enable the inhabitants to occupy the common in such a manner as seemed most beneficial to them, and in 1797 (chapter 2) another was passed to authorize the

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They were a peaceable, orderly, God-fearing people. Frugal and industrious, they left their mark upon the rising village, from which by unfortunate circumstances, they were soon obliged to remove. The failure of a large house in Halifax, engaged in the whale fishery, brought about other business suspensions and caused serious loss to the managers of the Dartmouth branch of that enterprise. The establishment received a severe shock which it was never able to surmount. In a short time all work ceased, and the whole undertaking was irretrievably ruined. At this crisis in the affairs of the disheartened whalers, an agent was employed by the merchants of Milford, Great Britain, whose mission it was to induce these people to remove from Dartmouth and continue their occupation under the auspices of the English company. The offer was too liberal and opportune to be rejected. In 1792, a large

Governor to appoint trustees for the plot, on the death or removal of the trustees holding the same. This last act was in consequence of the departure of Folger and Starbuck from the province. Michael Wallace, Lawrence Hartshorne, and Jonathan Tremaine, Esqrs., were therefore made trustees on 13th April, 1798, in place of those named in the grant. An act for regulating the common was passed in 1841 (chapter 52), and in 1868 and 1872 other acts were passed to amend those already in existence. In 1888 the town council decided to appoint a commission which was to take charge of the common, and under its care the land has been very much improved.—*Ed.*

number accepted the overture, and the province lost thereby the greater part of this orderly and industrious people. Many of the houses built and occupied by the Quaker settlers are still standing. For several years one of the public schools was held in the building used by them as a meeting-house, but it has since been taken down and a new school-house erected on the site.* Some of the old houses, until very late years, were used by their descendants as dwellings. Many persons of Quaker descent are still inhabitants of the town, preserving the good qualities of their progenitors in industry and uprightness of life.

One family, that of Seth Coleman, deserves special mention. He came to Dartmouth with the original "twenty," and remained there after the exodus of his brethren.† Murdoch, in his *History of Nova Scotia*, [vol. III, p. 369,] mentions him in this paragraph: "Sir John Wentworth [in 1814] induced Mr. Seth Coleman to vaccinate all the poor persons in Dartmouth, and throughout the township of Preston adjoining. He treated over four-hundred

* The Quaker meeting-house lots were numbers 1 and 2, in block I. The building stood at the northern corner of King and Quarrel Streets, where the Central School-house is now situated. —*Ed.*

† Seth Coleman afterwards removed from Dartmouth, and died at Nantucket, 20th March, 1822, aged 78 years. —*Ed.*

cases with great success. Mr. Coleman was one of the 'Friends,' commonly called Quakers, who came here to set up the whale fishery, and was one of a very few of their number who remained in the province. He was a model of piety, industry, and general philanthropy." One of the best known representatives of this family passed away on 23rd December, 1886, in the seventy-third year of his age,—William Coleman, for many years the careful and genial captain of one of the Dartmouth ferry steamers. He was a landmark between the past and present generations, and with him we have lost many historical associations and traditions deeply interesting to his towns-people.

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CHAPTER II.

THE SHUBENACADIE CANAL.

AT a very early period, the importance of obtaining easy access to that part of the province lying on the shore of the Basin of Minas, by making a canal between the Dartmouth and Shubenacadie Lakes and Rivers, attracted general attention.* Lake Charles, near the first Shubenacadie lake, is three and a half miles from Halifax. From the southern end of this lake there is a descent through the Dartmouth Lakes to the harbour of Halifax, of ninety-one feet; and from its northern extremity, a gradual descent through several beautiful lakes into the great Shubenacadie, thence in the channel of the river for a distance of about thirty miles, to the junction with the waters of the Bay of Fundy. The lakes on this chain are the

* Sir John Wentworth in a letter to Colonel Small, dated 27th May, 1794, says: "Your territory at Kennetcook will be much improved by my plan of rendering the Shubenacadie navigable, and a communication thence to Dartmouth by a chain of lakes. This great work I hope to get completed, if we are not interrupted by hostilities."—*Ed.*

First and Second Dartmouth Lakes, Lake Charles Lake William, Lake Thomas, Fletcher's Lake, and Grand Lake.

In the year 1797, the matter of the canal was brought before the legislature.* The House appropriated the sum of two hundred and fifty pounds, and appointed a committee to institute enquiry into everything connected with the construction of a canal from Dartmouth Cove across the province to the mouth of the Shubenacadie River, where it falls into the Basin of Minas. This committee employed Mr. Isaac Hildreth, a civil engineer, who made a survey and reported to the commissioners. The report was dated 15th November, 1797. He estimated that the cost of a four-foot navigation would be £3,202 17s. 6d.

Theophilus Chamberlain, a surveyor who will be spoken of in the History of Preston, was associated with Mr. Hildreth in this work.

In the session of 1798, a bill was brought before the legislature, for incorporating a company to complete the canal. A petition praying for legislative assistance had previously been introduced and signed by William Forsyth, Andrew Belcher, and Richard Kidston. The governor of the province,

* See *Journals of the House of Assembly, N. S.*, for 7th June, 1797.—Ed.

Sir John Wentworth, being very friendly to the undertaking, addressed a letter dated 16th July, 1798, to the gentlemen who proposed to form the company for constructing the canal. He stated that the House of Assembly had addressed him, requesting that a patent might be issued toward carrying into effect the purposes intended in the said petition, and that he would give the necessary orders to expedite that patent for the advice and consent of His Majesty's Council, and that he should name in the patent eight directors, and one secretary and cashier, namely:— William Forsyth, chairman; Andrew Belcher, deputy chairman; William Cochran, Lawrence Hartshorne, Charles Hill, Richard Kidston, John Bremner and William Sabatier, directors; Michael Wallace, secretary and cashier.

He goes on to say, that he is persuaded that the greatest benefit will be derived from the execution of the plan, "to the revenue and morals of the country, by making it the interest and convenience of numerous and increasing inhabitants to purchase of the fair trader in or through Halifax; whence the frauds, lying, violences, and prejudices attendant on illicit commerce will naturally vanish."

Notwithstanding all this, the bill did not pass. The subject of a canal was therefore in abeyance until 1814. About this time, the opinion was

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held by certain promoters of the scheme, that communication could be made between Lake William and the Harbour via Bedford Basin.* A competent engineer, however, who was authorized to examine this line, disapproved of the proposal and gave his adherence to the original route. Further sums of money were then voted at the solicitation of Mr. Sabatier, and expended under his direction by Mr. Valentine Gill, a civil engineer. No report was made by this gentleman, but his survey served to confirm the correctness of that made by Hildreth and Chamberlain.

The expense incurred in the survey made by the latter gentlemen in 1797, was £208 13s. 1d. Mr. Gill stipulated for two guineas and his expenses per day. He only required the assistance of two persons for his work, and he considered the winter season the best time for such a survey. On 27th April, 1815, he was paid for his plans the sum of one hundred and ninety pounds. About this time, a small amount of money voted by the Assembly was expended by Mr. Gill in removing obstructions from the river near Fletcher's Bridge, and rendering that point accessible during spring and autumn for large boats from the bay shore.

* During the session of 1814, £150 was voted for a survey of the Shubenacadie River and Lakes from the head of the tide to Bedford Basin.—*Ed.*

On opening the session of 1820, Lord Dalhousie, who was then governor, deemed the matter worthy of being included among the suggestions for the improvement of the province. He said it promised great public advantages, and he suggested the employment of competent engineers to ascertain the extent of its difficulties. The House replied that it would carefully consider the interesting subject. Two hundred pounds were accordingly voted for a more particular survey, but this sum being found to be inadequate, further proceedings were delayed until 1824, when an additional sum of three hundred pounds* was appropriated to secure the services of a gentleman of competent ability for the execution of the important task.

In order to encourage and facilitate the formation of an association to construct the canal, an act to authorise the incorporation of such a company was passed by the Assembly in 1824. At the close of the session, His Excellency Sir James Kempt said, "the internal communications of a country tend so manifestly to its improvement and to increase the productive industry of its population, that I shall lose no time in employing the means which you have placed at my disposal, to ascertain the practicability

* Murdoch (*History of N. S.*, vol. III, p. 514) says that £500 was voted for a survey of the canal, on 10th February, 1824.—*Ed.*

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and expense of forming a canal to unite the waters of the Basin of Minas with the Harbour of Halifax."

Accordingly in the same year, Thomas Telford, a celebrated engineer residing in London, and William Chapman of Newcastle, were consulted, and Francis Hall, one of Mr. Telford's pupils, then residing in Canada, was employed to conduct this important survey. In June, 1825, Mr Hall commenced work. His plan and report dated 17th June, 1825, places the cost of forming a passage with four feet and a half depth of water, at £44,136 18s 5d.; and with eight feet depth, at £53,344 7s. 5d.

Mr. Hall was so well satisfied with the correctness of his plans and estimates, that he offered to enter into a contract to complete the work, and to place five thousand pounds in the hands of the commissioners as security for the due performance of his contract. On 9th July, 1825, a special meeting of the Chamber of Commerce, Halifax, was held to consider Mr. Hall's plans and reports. It was resolved, that the chamber recommend that work suitable for an eight-feet navigation, as by far the most useful depth, should be completed, as indispensable to the future prosperity of Halifax; and that Mr. Boggs, Mr. Collins and Mr. Hartshorne, be a committee to communicate with his Honour the President of His Majesty's Council, with regard to

the most effectual measures to be adopted for promoting this highly important object; and that the representatives of the town be requested to assist them.*

The Shubenacadie Canal Company was incorporated by letters patent dated 1st June, 1826. Its capital was sixty-thousand pounds currency, divided into twenty-four hundred shares of twenty-five pounds or one hundred dollars each. Seven hundred and twenty shares, or eighteen thousand pounds, were subscribed in Halifax. The grant from the legislature was fifteen thousand pounds. The Hon. Michael Wallace was appointed president, and the Hon. Thomas Nicholson Jeffery, and Samuel Cunard, Esq., vice-presidents; Joseph Allison, Thomas Boggs, James Tobin, Lewis Edward Piers, Stephen Wastie DeBlois, John Clarke, John Alexander Barry, William Pryor and John Starr, Esqrs., directors; and Charles Rufus Fairbanks, Esq., secretary. All of the above were named in the letters patent.

On 9th March, the shareholders met for the first time, and Francis Hall, Esq., was appointed the company's engineer, at a salary of eight-hundred

* On 18th February, 1826, a public meeting was held in the Exchange Coffee-house, Halifax, to discuss matters relating to the canal. Money was subscribed and other work done. (See Murdoch's *History of N. S.*, vol. III, p. 546.)—*Ed.*

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pounds per annum. On Tuesday, the 25th of July, 1826, the ceremony of commencing the canal took place. Sir James Kempt, the governor of the province, attended by a large escort of the military and naval force, with artillery and rifle bands, also the officers of the Grand Lodge, the Royal Albion, and the Lodges Nos. 4, 8, 188 and 265 of Free and Accepted Masons, turned out, together with a large number of spectators, to do honour to the occasion. They proceeded to Port Wallace, three miles from Dartmouth, at the pass between the Second Dartmouth Lake and Lake Charles; and there ground was first broken.*

The funds of the company were increased by the sale of stocks in England to the amount of twenty-seven hundred pounds sterling, and also by a loan of twenty thousand pounds sterling by the Lords Commissioners of the Treasury.† The total expenditure of the company up to December, 1835 was in currency eighty-seven thousand eight hundred and thirty pounds.

* This ceremony was performed by the Earl of Dalhousie, who was then visiting Halifax. Subsequently his Lordship and many of the company partook of a collation in Dartmouth, at the house of L. Hartshorne, Esq. A full account will be found in the *Nova Scotian* for 27th July, 1826.—*Ed.*

† In consideration of this loan, the Lords Commissioners of the Treasury received a mortgage of the canal. See indenture made in May, 1831.—*Ed.*

Notwithstanding Mr. Hall's abilities and attention, and the approval of his designs by Thomas Telford, the consulting engineer, the works in the locks and dams proved very faulty. Every winter the frost did great damage. The contractors declared their inability to proceed with and complete their work. The company itself undertook to make good the damages, but with no better result. The dam broke at the northern end of Lake Charles, and immediately the costly works at Fletcher's Lake and at the Grand Lake were destroyed by the great rush of water. This disaster proved a death-blow to the Shubenacadie Canal Company.

While the work had been going on, Dartmouth had profited materially by the enterprise. From the beginning, it had been difficult to procure suitable workmen, and a vessel called the *Corsair* was accordingly chartered by Mr. Kidd, who proceeded to Scotland and returned in the spring of 1827 with about forty stone-cutters and masons with their families. These men laboured at the locks for two or three years. They were industrious and skilful artisans, and infused a spirit of emulation in their fellow-labourers, which has long borne good fruit in Nova Scotia.

After the unfortunate disaster caused by the breaking of the dam at Lake Charles, the works

were inspected by Lieut.-Col. Richard Boteler, R. E., in order to make an estimate of the cost of completing the canal. Col. Boteler was lost at sea on his passage to England. By his estimate, prepared by Lieut. Henry Pooley, R. E., the sum of one hundred and twenty thousand pounds would be required. In the years 1835 and 1836, a most elaborate survey, with plans, estimates and report, was made to the order of Charles R. Fairbanks, Esq., by George R. Baldwin, Esq., C. E., of Boston. By his estimate, the cost of the works would be four hundred and eighty-seven thousand, three hundred and seventy-five pounds.

The mortgage made by the company to the British government was now foreclosed, and by a deed in chancery it was conveyed to the province of Nova Scotia on 11th June, 1851. The properties not covered by the mortgage were sold in the following year to satisfy judgment, and the whole was purchased for the province by the Hon. James McNab as trustee.

In 1853, the Inland Navigation Company was incorporated, having a capital of thirty thousand pounds. It purchased from the government of Nova Scotia the property and works of the late Shubenacadie Canal Company.* The opening of the canal

* This was by deed, Hon. James McNab to Inland Navigation Co., dated 10th June, 1854. The price paid was £2000.—*Ed.*

was again proceeded with, under the direct supervision of the new company's engineer, Charles William Fairbanks, Esq. All their cash, twenty thousand pounds, having been expended, the company was obliged to borrow money by mortgage of all their property. The canal progressed very slowly, but in 1861 it opened for business throughout. A steam vessel of sixty tons, the *Avery*, named after the president of the company, Dr. James F. Avery, having cleared at the custom house, Halifax, reported, via the canal, at Maitland, and returned again to Halifax Harbour. The following order in council was passed, regarding this fact :—

PROVINCE OF }
NOVA SCOTIA. }

By His Excellency the Right
Honorable

[L.S.]
MULGRAVE.

THE EARL OF MULGRAVE,
Lieutenant-Governor and Com-
mander in Chief in and over
Her Majesty's Province of
Nova Scotia and its depen-
dencies, &c., &c., &c.

To whom it may concern :—

It is hereby certified that sufficient proof hath been given, to the satisfaction of the Government of this Province, that the Inland Navigation Company have complied with the terms imposed under the deed which transferred the property to them, by completing a water communication between the Harbour of Halifax and the Basin of Minas, which deed bears date June the tenth, A. D. 1854, having

been executed by the Honble. James McNab, Receiver General and Trustee for the Province of Nova Scotia, of the one part, and the said Company of the other part, and is registered at Halifax in Book 107, page 388.

And further, I certify that the said property, lands, lands covered by water, works and appurtenances, and every part thereof, are free from any claim on the part of the Government of this Province.

Given under my hand and Seal at Arms
this nineteenth day of February in the
twenty-fifth year of Her Majesty's reign,
and in the year of our Lord, one thou-
sand eight hundred and sixty-two.

By His Excellency's command,

[Sd.] JOSEPH HOWE.

Registry of Deeds, Halifax, N. S.—I certify that on
the 3rd day of March, A. D., 1862, at 11½ o'clock,
a. m., this instrument was recorded in this office,
in Libro 134, Folio 349.

[Sd.] GEO. C. WHIDDEN,

Registrar.

On the 11th of June, 1862, the whole property
and works were sold by the sheriff. They were
purchased by a company styled, The Lake and
River Navigation Company.* No boats were pro-
vided by this company, but private individuals
placed on the canal three steam-boats and twelve

* Deed, dated 18th June, 1862, J. J. Sawyer, sheriff of county
of Halifax, to Samuel Gray and John Stairs (for the Lake and
River Navigation Co.). £12,700 was given for the property.—*Ed.*

scows, together with one eighty-ton barge. Consequently some business was done. A large quantity of timber was delivered at Halifax, also many thousand cords of wood, with building materials. Coal and supplies for the gold mines were transported from Halifax. The canal was thus worked at a small profit by the Lake and River Navigation Company, until they sold the property in February, 1870.* Lewis Piers Fairbanks, Esq., was the purchaser. It was again doomed to go to destruction. Gold was discovered at the summit reservoir, and the Mines Department, without any regard to the rights of the owner of the canal-lands there, disputed Mr. Fairbanks's title, and the effect of the Provincial Government deed made by the Hon. James McNab, trustee for the province, in 1875. One thousand dollars damages were awarded to Mr. Fairbanks, against the government for trespass. While this matter was under consideration, the drawbridge at Waverley was removed by the provincial authorities, and a fixed bridge erected in its place. This was a bar against all passage. The Dominion Railway or Public Works Department removed the bridge at Enfield, and replaced it by another bridge, whose girders were so low as to prevent the passage of a

* The deed is dated 1st April, 1870. The sum paid was \$50,000.—*Ed.*

boat on the River Station. The owner, harassed by persons opulent and in high places, was obliged to realize the fact, that the completion of this inland river communication did not fulfil in any degree the expectations so earnestly expressed by Sir John Wentworth in regard to the great improvement to the "revenue and morals" of the country. The canal now lies in ruins.

A summary of the expenditure will conclude this notice of the Shubenacadie Canal. As many erroneous statements regarding the cost of the work have been made, the figures given below may be relied upon as being correct.

Grant from the Province	£15,000—0—0
Shares paid up and sold in Halifax ..	16,398—5—4
Shares paid up and sold in England..	30,000—0—0
Loan, on mortgage, by British Govt...	22,222—4—5

Halifax currency.....£83,620—9—9

The Inland Navigation Company, ex-

pendent	£42,136—14—3
The stock in this Company, paid up.	18,460— 0—0
The Grant from the Legislature	5,000— 0—0

The legislature also remitted to the company the sum of £2000, the amount of the purchase money paid to the government in 1854.

The town of Dartmouth was not a little benefited by the large expenditure for land purchased and the extensive works erected there :

The Shubenacadie Canal Company		
expended on these works	£51,227—12—11½	
And for the improvement of public		
roads	567— 8— 5½	
And for the purchase of land		
	8,083— 8— 6	
<hr/>		
Total	£59,878— 9—11	

The Inland Navigation Company also
 expended in Dartmouth, or in its
 immediate vicinity £30,000—0—0

Or a grand total of \$359,951.98, or .. £89,878—9—11

That the expenditure of this amount of money materially advanced the interests of many individuals and added to the general prosperity of the community at large, is unquestionable.*

* I am indebted for the greater part of this history of the Shubenacadie Canal, to Lewis P. Fairbanks, Esq., and he is responsible for the facts, figures, and comments in the account.—
Author's note.

CHAPTER III.

FERRIES.*

THE earliest communication between Dartmouth and Halifax must have been very irregular, and consequently detrimental to the growth of the place. The government, therefore, decided to establish a ferry between the two towns, and to appoint a ferryman who should act under prescribed regulations as to the charges and time of transit. Accordingly, at a council held at the house of Governor Cornwallis, on Monday, 3rd February, 1752, the following resolution was passed and entered on the minute-book :—

“ WHEREAS, it has been represented to his Excellency the Govr., and to his Majesty’s Council of this Province, That great Inconvenience dayly [*sic*] attends the Inhabitants of the Towns of Halifax and Dartmouth within the said Province occasioned by the Want of a constant Ferry Boat being established between the said Towns; by reason whereof they are often prevented from following their lawful [*sic*] Occasions, and frequently greatly imposed upon by those persons who do at present ply the said Ferry, in the prices they demand for the transportation of persons and Goods;

*From the beginning of this chapter to page 49, is inserted by the editor.

"AND WHEREAS John Connor, of the Town of Dartmouth aforesaid, has humbly represented to the Govr. and Council that he hath, at considerable Expence and Charge provided Two good and sufficient Boats suitable to be employ'd in the aforesaid Ferry, praying that he may be allowed to improve the said Boats in the Ferry aforesaid, exclusive of any other person, for such a Term of Years and under such Regulation, as may by his Excellency and the Council from time to time be thought proper.

"It is therefore by his Excel'cy and Council Resolved, and by the Authority thereof enacted :

"That the said John Conner [sic] shall, and is hereby authorised to have, hold, use, occupy, employ, possess and enjoy the aforesaid Ferry between the sd. Towns of Halifax and Dartmouth, for his own proper use & benefit for and during the Term of Three Years from the Date hereof, under the several Regulations and Restrictions herein after mention'd ;

"Viz, That the said John Connor do immediately provide, and constantly keep supplied for and during the aforesaid Term of Three Years Two good and sufficient Boats for the use of the said Ferry to transport such passengers and Baggage and other Goods suitable to be transported in such Boats as there may be occasion to have transported to and from the aforesd. Towns of Halifax and Dartmouth and shall constantly keep the said Two Boats, or more, passing and repassing in the said Ferry, in proper Weather, as follows, Viz. : From Sunrise to SunSet every Day in the Week, excepting Sundays, when the sd. Boats shall pass only twice, for the Accommodation of persons attending Divine Service And the said John Connor, (at present, and until further Order,) or his Servants, any or either of them shall demand and receive of and from each passenger by him or them transported across the said Ferry the Sum of Three

pence and no more between Sun Rise and Sun Set, and the sum of Sixpence and no more at any other hour. And the said Connor by himself or Servants shall not cause any passenger so transported, to pay any Sum whatsoever for any Baggage or Matters whatever which the sd. passengers respectively shall carry in their Hands, but all passengers shall pay a reasonable price for any other Baggage, Goods, or Things whatsoever by them transported in the said Boats, and if any Dispute shall arise touching the same it shall be determin'd by one of his Majesty's Justices of the Peace. And if the said John Connor, or any, or either of his Servants shall demand of or cause any passenger or passengers to pay for their passage more than the Sums above mentioned, he or they respectively, upon Conviction thereof, before any one of his Majesty's Justices of the peace, upon the Oath of such passenger or passengers, shall forfeit and pay the Sum of forty shillings, for each Offence, one half to the Informer and the other half to the Use of the Poor, to be levied by distress, and Sale of the Goods and Chattels of the Offender, by warrant under the hand and Seal of such Justice of the peace before whom the sd. Conviction shall be made. And for want of such sufficient Distress the Offender to suffer Two months Imprisonment.

"And no person or persons whatsoever, other than the aforesaid John Connor and his Servants, shall from and after the publication hereof, carry or transport any passenger or passengers, between the Towns of Halifax & Dartmouth aforesaid for hire during the aforesaid Term of three years on penalty of Ten shillings for each person so carried or transported, upon conviction thereof before any one of his Majesty's Justices of the peace, upon the Oath of one credible Witness, to be levied by the Distress and Sale of the Offenders Goods and Chattels by Warrant

under the hand and seal of the said Justice one moiety to the Informer, and the other Moiety to the use of the poor, and for want of such sufficient Distress the offender to suffer Two Months Imprisonment."*

On 22nd December, 1752, the council permitted John Conner to assign his property of the ferry to Henry Wynne and William Manthorne. The latter were to give bond in the penalty of thirty pounds for the performance of the conditions of the act of the previous February.

This John Connor was doubtless one of the men who afterwards sailed from Halifax on the 6th of February, 1753, and returned with James Grace on the 15th of April of the same year, in canoe, bringing six Indian scalps. They were examined by the council, and their account of how they obtained the scalps will be found in Murdoch's History of Nova Scotia (vol. II, page 219). Surveyor Morris in a letter to Cornwallis in England, dated 16th April, 1753, refers to Grace's companion as "John Conner, a one legged [possibly 'eyed'] man formerly one of your bargemen." (*Vide* Manuscript, No. 162, in Legislative Library, Halifax).

* See MS. Minutes of Council, vol. I (No. 186 of MS. Records of the province), pages 144-146, preserved in the Provincial Secretary's Office, Halifax.

At a council held on 8th March, 1753, Wynne and Manthorne petitioned that the ferry boats might be permitted to pass between the towns at stated hours in the day. It was therefore resolved that the boats should cross all the year round at sun-rise and sun-set, and likewise that between the 25th of March and the 29th of September, they should do so at the hours of eight, twelve, and four, and between the 29th of September and the 25th of March, at ten in the morning and at two in the afternoon. On Sundays, however, the boats were only to pass twice, the trips then being made for the accommodation of persons attending divine service. It was likewise ordered at the same meeting, that the regulations of the ferry be printed, and that the ferryman be obliged always to keep these regulations posted up in some public room in each of their houses, at Halifax and at Dartmouth, for the information of all persons concerned.

On the 26th of January, 1756, a petition from John Rock was read before the council at Halifax, praying that the property of the ferry might be vested in him, as the term for which it was granted to the late proprietors, Wynne and Manthorne, had expired. The latter, he said, were absent, and the ferry at the time unoccupied. He was accordingly given leave to employ two boats in the ferry, upon

the same terms granted to Wynne and Manthorne.*

Who immediately succeeded John Rock is not known, but about the year 1797, John Skerry began running a public ferry, and continued so employed until after the advent of the steam-boat company. He was familiarly known as "Skipper" Skerry, and a few of the oldest inhabitants still remember the man and speak of him in words of praise. The Dartmouth terminus of his ferry was directly at the foot of Ochterloney Street, and the Halifax landing was at the Market Slip. He occupied the building, which still stands, on the south-east corner of Ochterloney and Water Streets, and there kept a small bar. The second lot from the north-west corner of Quarrel and Water Streets, likewise belonged to him, together with the water-lot immediately in the rear. His ferrymen, previous to leaving the landing, cried "Over! Over!", and then blew a conch as a signal of departure. The boats were large. They were either sailed or rowed, according to the wind, and occupied about thirty or forty minutes in crossing from shore to shore.

Another ferry ran to a wharf at the foot of the old Ferry Road, at Dr. Parker's, near Dartmouth

* *Vide* MS. Minutes of Council, vol. 2 (No. 187 of MS. Records of N. S.), pp. 403-404.

Cove. It was known as Creighton's or the Lower Ferry. James Creighton, Esq., was the proprietor. He is said to have owned all the lands which are now the property of J. P. Mott and Dr. Parker, and also the tract known as Prince Arthur's Park.* These lands had been originally granted in 1752 to Capt. William Clapham, Samuel Blackdon, and John Salisbury, (*Vide* Lib. 2, fol. 157, 298, and 161, Registry of Deeds, Halifax) and were either purchased by, or else escheated and regranted to, Creighton. The period at which the Lower Ferry was started, is uncertain. It was chiefly for the accommodation of persons coming from the country to the eastward of the town. The *Nova Scotia*

* James Creighton, Esq., was one of the largest landed proprietors in Dartmouth. His land, from near the present residence of the Motts to within a short distance of the Insane Asylum, was sold, in lots, to meet mortgage claims about the year 1845 or 1850, perhaps earlier. Mr. Creighton was a son of James Creighton, an early settler in Halifax. He was father of the late James George Andrew Creighton of the firm of Creighton and Grassie of Halifax, and also of the late George Creighton, who married Isabella Grassie, and whose sons now occupy situations in Halifax. One of the sisters of the first James Creighton married Capt. Crichton, R. N., who was the father of the late George Augustus Seymour Crichton, Esq., of Dartmouth; another sister married Capt. Thomas Maynard, R. N., whose son is the Rev. T. Maynard, D.D., rector of Christ Church, Windsor, N. S.—*Dr. Akins' MS. Note.* James Creighton, the elder, died in Halifax, on Tuesday, 20th April, 1813, in the eighty-first year of his age. He was a native of England, and came to Nova Scotia in 1749, at which time he was only about sixteen years of age.

Royal Gazette of 19th March, 1817, contains an advertisement, signed by James Creighton, which offers to let "that very eligible situation called the Dartmouth Ferry, now in the occupation of Mr. Peter M'Callum." The notice states that on the premises are a good house, outhouses, an extensive barn and stable, with a wharf for the use of the ferry,* and the place is "conveniently situated for a house of entertainment."

When the team-boat *Sherbrooke* made her first trip on 8th November, 1816, both Mr. Creighton and Skerry must have known that their boats would ultimately have to cease running. Up to this time, the only manner of crossing the harbour, was in open boats propelled by oars. These boats were often heavily laden, and with adverse winds, it is said they were frequently hours in making the trip across. From their size and style, they were poor conveyances, not only for passengers, but also for the increasing amount of produce which was coming from the eastern settlements to the Halifax market.

A struggle for existence now took place between the rival lines. The team-boat wanted exclusive right, and the old ferries asked that they be not disturbed by the new company. On 26th February,

* Parker's wharf is built on the site of this wharf. The old wharf did not run at a right angle to the shore.

1818, James Creighton and John Skerry presented a petition for relief to the House of Assembly, stating that for a number of years each had been in possession of a ferry which had been maintained at considerable expense, and that they were likely to be much injured in consequence of the Steamboat Company being about to employ boats of a small description.* Another petition was presented by Skerry, in January, 1821. The company retaliated by asking for the sole privilege of running a ferry, which was refused by the House.

Skerry finally sold his boats to the company, and retired from business. He died on 1st September, 1838, aged 74 years, and was buried in the old Catholic Burying Ground to the west of the Dartmouth Common. He is said to have been an excellent man—one who was praised by all who knew him.

At some time previous to 1825, Joseph Findlay, formerly captain of the team-boat, became the lessee of Creighton's Ferry.† He ran two large boats for ordinary traffic; and in busy times, four. They were either rowed or sailed, according to the wind.

* These must have been the boats which were known as "Grinders." See a subsequent page.

† He had been preceded at Creighton's Ferry, by Thomas (?) Davie.

Each boat carried from fifteen to thirty passengers, and was managed by two men who were often assisted by the passengers. The number of trips made each day, varied according to the weather; usually one was made every hour. The fare was four-pence for an ordinary traveller, and from one to one and a half penny for each coloured person.* Like Skerry's boats, those of the Lower Ferry blew a conch and cried "Over!" as a notice of departure. They also landed at the Market Slip in Halifax. When the harbour was lightly covered with ice, a man—sometimes one of the passengers—stood in the bow and with a mallet-like instrument opened the way in advance of the boat. Findlay had a snug little inn or ferry-house at the Dartmouth terminus. Behind this building was a verdant hillock, and before it a stream went babbling beneath the old willow trees and flowed into the sea near the ferry wharf. A lawn-tennis court has since been formed on the site of the house, all traces of which have disappeared.

About 1829 or 1830, Findlay was succeeded by Thomas Brewer, who put on a sloop-rigged boat. He managed the business until about 1832 or 1833, when he retired, and the Lower Ferry ceased to

* Skerry charged about the same rates.

exist. This left the Steam-boat Company without a rival.*

In 1796 a company was formed and incorporated by act of legislature, for the purpose of building a bridge of boats or some similar structure, which was to commence from the vicinity of Black Rock, Dartmouth, and to terminate near the northern side of the Naval Hospital, Halifax. Every encouragement was given to the work. The company was authorized to establish a toll for ninety-nine years, and it was to be the owner of the bridge for that period. At the end of the ninety-nine years, however, the bridge was to become the property of the public. The company having been incorporated, nothing further was done in the matter.

Some forty-five years ago, a similar project was undertaken at the instance of Arthur Godfrey, Esq. A company was formed with the object of bridging the Narrows. A screw-boat was run for a short time between Richmond and the opposite shore, the screw being moved by cranks turned by the hand. The plan and manner of work were novel, and excited a good deal of interest for a time. The enterprise, however, soon collapsed, probably from its own impracticability.

*The editor had to cancel the whole of Mrs. Lawson's account of the ferries up to the end of this paragraph. He has collected new information, and written the account *de novo*.—Ed.

In 1815 an act was passed giving the governor power to incorporate a number of gentlemen under the name of the Halifax Steamboat Company. The company was to continue in operation for twenty-five years, and to enjoy the exclusive right of running steamers, but it was not to interfere with the established line of ferry boats. Some years afterwards, the right to run the latter was purchased by the company from Mr. John Skerry, the active manager of the smaller conveyances.

After the act was passed, it was decided that a team-boat might be made suitable for transit and freight, and the company was accordingly allowed to substitute a boat propelled by horse-power, for the same period and with the same rights and privileges as were conferred by the first act.

The names of the original shareholders in the Halifax Team-Boat Company, formed in 1815, are given below :—

Hon. Michael Wallace,	Hon. Sampson S. Blowers,
Charles Morris, senr.,	Thomas Nicholson Jeffery,
Thomas Boggs,	Dr. William B. Almon,
William Lawson,	Thomas Heaveside,
Frederick Major,	John Starr,
Jonathan Tremaine, jr.,	John Stayner,
John Tremaine,	Charles Morris, jr.,
John Albro,	Michael Tobin,

Charles R. Fairbanks,	Richard Tremaine,
Samuel Cunard,	Robert Hartshorne,
Henry H. Cogswell,	William Bowie,
Andrew Wright,	John Clarke,
Charles Rufus Fairbanks, <i>Secretary</i> .	

In 1816 a team-boat was built and placed on the ferry.* The *Nova Scotia Royal Gazette* of 27th August, 1817, contains the following advertisement:

HALIFAX TEAM-BOAT COMPANY.

Sherbrooke Team-Boat.

The Committee appointed to conduct the business of the Halifax Team Boat Company, beg leave to inform the Public, that the *Sherbrooke* continues to ply between their wharf at Dartmouth and the

* The Team-boat was launched on Monday, 30th September, 1816; and on Friday, 8th November, of the same year, it made its first trip from Dartmouth to Messrs. Fairbanks's wharf at Halifax (See *Weekly Chronicle*, 8th November, 1816, and the *Acadian Recorder* of the next day). The boat must have afterwards ceased running for a time, for the *N. S. Royal Gazette* of 28th May, 1817, says that it commenced its operation on the morning of that day. Its terminus at Dartmouth was at the foot of Portland Street, where the present steamboats land. The first grant of town and water-lots to the company, is dated 30th August, 1816 (*Vide* Grant Books, Lib. G., fol. 16). It names town-lots, numbers 1 and 2, Letter U, and number 7, Letter W, also the water-lots in front of lots U 1, 2, and 3, and W 7. For subsequent grants, see Grant Books, Lib. 29, fol. 70 (1818), and Lib. I, fol. 70 (1820), also a grant dated 1830. The team-boat was assisted by two or three small boats known as "Grinders." They were propelled by side-wheels, which were moved by an iron crank turned by manual power. These conveyances usually ran between the trips of the large boat.—*Ed.*

Market Slip, from sunrise until one hour after sunset, remaining fifteen minutes on each side the harbour. The Committee also inform the Public, that they have reduced the Rates of Fares for Cattle, and Carriages of every description; and that they are proceeding to prepare a comfortable *Ferry House* at Dartmouth, and more extensive stabling for Horses, &c.

Every exertion will be made to accommodate Passengers, and to give satisfaction.

RATES OF FARE.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For each passenger, above ten years of age.....	0	0	4
Do. under 10 years of age.....	0	0	2
A horse, ox, or cow.....	0	1	0
A hog, sheep, goat or calf.....	0	0	3
A four wheel carriage.....	0	1	0
A gig.....	0	0	6
A truck, cart, butcher's or baker's waggon....	0	0	3
A waggon or sled load of hay.....	0	2	0
Ditto returning empty.....	0	1	0
A sled or truck load of wood.....	0	1	0
Ditto returning empty.....	0	0	3
A pipe, puncheon, or hogshead.....	0	1	0
A barrel.....	0	0	3
Grain or roots per bushel.....	0	0	1
Chest, box, or trunk.....	0	0	3

Halifax, 23rd. August, 1817.

Dr. Akins (*History of Halifax*, new edition) describes the *Sherbrooke* as consisting of two boats or hulls united by a platform, with a paddle between the boats. The deck was surrounded by a round house containing a large cogwheel arranged horizontally, to which were attached eight or nine horses

harnessed to iron stanchions coming down from the wheel. As the horses moved round, the wheel, by means of connecting gear, revolved the paddle. The trips varied in time according to wind and weather; often occupying half an hour in crossing, sometimes making the passage in less than fifteen minutes. These boats, which were always inadequate to the travel and freight of the ferry were at last superseded by more convenient craft. In 1828 the company gave orders to Mr. Alexander Lyle—who for some years had owned a shipyard of good repute in Dartmouth—for the construction of a steam-boat of thirty horse-power. This steamer was called the *Sir Charles Ogle* in honour of the admiral of that name who was then on the North American and West Indian station. The steam-engine placed in this boat was the first introduced into Nova Scotia.* In 1832, another steamer of the same size and strength was built by Mr. Lyle at the same shipyard. It was called the *Boxer*, in honour and grateful recognition of the services of Capt. Edward Boxer, of H. M. S. *Hussar*, who with a party of sailors had succeeded in getting the *Sir C. Ogle* clear when she had stuck on

* This is a mistake. The General Mining Association introduced the first steam-engine into Nova Scotia. (*Vide Campbell's History of N. S.*, p. 282.)—*Ed.*

the "ways" at the time of launching.* In 1844 a third steamer was added to the Dartmouth ferry fleet. This was one of forty horse-power. Like the two steamers preceding her, she was built in Lyle's shipyard. She was called the *Micmac* in memory of the native Indian tribe whose tomahawks had been cruelly used upon the first settlers of Dartmouth. Some years after, about 1869, the *Boxer* was sold, and another steamer, the *Chebucto*, was put in her place.† This boat was built in a yard near the Steamboat Company's wharf. The machinery of the *Boxer* was transferred to the new steamer, and is still used to propel that boat. She is not as large as the *Micmac*. The latter is regarded as a safe and comfortable boat.

Each of the steamers during its many years of harbour travel, had worn out many boilers and much machinery, but the old hulks still remained. Sometimes widened, sometimes lengthened, now and then fitted with new cabins and additional seats, occasionally cleaned and painted,—the boats have become so changed in details, that the original builder could hardly recognize any of his work and materials.

* She was launched 1st January, 1830.—*Ed.*

† The *Boxer* was changed into a lighter and employed in the West Indian trade.—*Ed.*

Passengers changed and passed away, but the old boats remained. Having made haste slowly, they seemed to survive in perpetual youth; and Halifax and Dartmouth appeared to have settled down to the belief that nothing better was required for their ferry accommodation. The age is called one of progress, but the Dartmouth Steamboat Company was conservative and faithful to its belief in the perfection of the past. The *Ogle*, *Chebucto*, and *Micmac* would have been justified in taking up the refrain, "Men may come and men may go, but we go on forever."

In 1886 a change was made in the ownership and directorate. A new company was formed, containing the names of many of the old shareholders together with a number of new ones. Larger and faster boats and better accommodation were promised, but up to 1888 the ancient trio had neither associates nor rivals. For many years the secretary and manager of the company was Edward H. Lowe, Esq., a respectable resident of Dartmouth. At his death the management fell to the genial care of Capt. George Mackenzie. He was afterwards laid aside by illness, and younger men took charge of the affairs of the new company.

In 1888, a fine steamer called the *Dartmouth* was built and placed on the ferry. Her first

trip was made on 17th June. She was a great improvement over the old boats.

It is generally understood, that while the company's steamers were of the greatest importance to the people of Dartmouth, the returns were largely remunerative to the shareholders.

In the spring of 1890 the Halifax and Dartmouth Steam Ferry Company withdrew the privilege of commutation rates. The indignant citizens thereupon formed a committee which purchased the steamer *Arcadia* on the 31st March, 1890, and carried foot-passengers across for one cent. This of course was at a great loss. A Ferry Commission was appointed on the 17th April, under the provisions of Chapter 83 of the Acts of 1890, passed on the 15th April, and the body organized on the 24th of the same month. This commission purchased the *Arcadia* from the citizens committee, and she continued to run in competition with the old ferry line until the 30th June.* A boat capable of undertaking the complete team service was now required, and finally the steamer *Annex 2*, of the Brooklyn Annex Line run between Brooklyn and New Jersey, was pu

* The boat ran between Campbell's wharf, Dartmouth, and the city wharf, Halifax.—*Ed.*

for \$25,000. The steamer arrived at Dartmouth on the night of 11th July. Thousands of people flocked to see her, and many stood on a movable platform at the end of Lawlor's wharf to which she was being moored. The great weight snapped two of the chains which sustained the platform, and about forty people were precipitated into the water. After the greatest excitement, all were rescued except four. These were Miss Bessie Foster, aged twenty-two, daughter of Edward Forster, Esq., Ella Synott, aged nineteen, daughter of Mr. Michael Synott, Peter Boyle, aged sixty-five, and a coloured lad, John Bundy, aged eleven. The tragedy caused much sorrow, and the families of the victims had the sympathy of all classes.

Negotiations had been entered into with wharf proprietors on both sides of the harbour, with the view of procuring suitable docks, but at last the Steam Ferry Company, daunted by the blustering tones of its opponents, consented to sell its property for \$109,000. The sale took place on the 1st July, but the company continued to run the boats until the 15th of that month. Thus terminated an exciting contest between the company and the town, which had been carried on with more or less vigour during the previous three months. The commission

raised their fare to three cents, and in 1891, advanced it to four cents—but little cheaper than the old rate. A new waiting-house was erected at Halifax, and other improvements made. In the spring of 1893, the *Chebucto* was sold for \$375. The *Annex 2* is now known as the *Halifax*.*

The steamboats leave the dock on each side every quarter of an hour, bearing their motley freight, peculiar to each season. Brooms and baskets, mayflowers and ferns, water-lilies, and the wild berries of the woods, ice-carts, milk-waggons, broad loads of hay, market produce, clothes-props, poles and hoops, and spruce trees, fashionable equipages and teamsters' drays,—every variety and style of commodity and vehicle may be found on the crowded decks.

The passage across the harbour is made in ten minutes. Dartmouth is seen to great advantage in the transit. The undulating hills in the distance, the luxuriant growth of native trees covering each elevation, the broad harbour stretching out to the Atlantic, the pretty villas dotted all over the landscape from the Windmill to Fort Clarence, can all be seen and admired in one brief passage from shore to shore. The steamers, with their varying passengers,

*This and the preceding paragraph, are inserted by the editor.

are worlds in miniature,—grave men of business, light-hearted girls, noisy school-boys, merry darkies, solemn squaws, chattering French peasants, stolid labourers, men and women of leisure and of fashion, may all be seen on these boats as they pass to and fro, from six o'clock in the morning until midnight. Dartmouth without its steamboats, would not be Dartmouth. "The Boat" is the one great element in their daily life. Many of the residents have their business in Halifax, and they are obliged to cross several times a day. Transient population and visitors live in a perpetual effort to be in time for the ferry. Residents are more philosophic, and maintain a happy state of agreement between their watches and the time of the boats, and they thus find no difficulty in being at the wharf when the bell rings previous to the closing of the gates.

For some years a ferry has run between Richmond, Halifax, and the Dartmouth shore to the westward of the old Windmill. Rowboats are employed on the line. It is no doubt a great convenience to those who reside in that quarter.

CHAPTER IV.

FROM THE DEPARTURE OF THE QUAKERS IN 1792
UNTIL THE PRESENT TIME.

THERE is very little to record in the history of Dartmouth from the date of the exodus of the Quakers. In the year 1809, it contained only nineteen dwelling houses.* These had been built by the Quakers. Previous to their settlement in the town, the buildings were probably log-huts or shanties of the poorest kind.

During the war between France and England, Halifax Harbour was the rendezvous of the navy, and many of the prizes with prisoners of war were brought into port. Several of the latter,

* According to M. B. Desbrisay, the town at this time contained a tannery, a bakery, and a grist-mill. (*Vide*, "Sketches of Dartmouth," *Provincial Magazine*, 1852, page 423.) On a military plan dated 1808, there appears a dismantled fort close to the shore at Black Rock Point. It is named Fort Duncan, and is about one hundred and fifty feet square. It is not marked on another military map of 1784, and consequently must have been built and abandoned between those dates.—*Ed.*

chiefly the common men of the French crews, were lodged in the prison on Melville Island, near the North West Arm. Others were kept in confinement on the Dartmouth side, in a building near the Cove, which now forms a part of one of the factories owned by John P. Mott, Esq. Here the prisoners, who are represented as generally cheerful, industrious and well-behaved, passed two or three years of light-hearted seclusion. Visitors were permitted to see them, and they were occasionally allowed to ramble abroad within certain limits. They amused themselves by manufacturing small articles out of bone and wood, such as dominoes, draughtsmen, boxes, needles and various little ornaments. These found a ready sale among their visitors. The French officers were on parole, and several of them remained in Dartmouth during their enforced residence in Nova Scotia. Others preferred Preston, and will be referred to in the history of that township.

On September 25th, 1798, and again in November, 1813, a terrible gale swept the harbour of Halifax, doing great damage to the shipping at the wharves. Many of the vessels were broken from their moorings and drifted over to Dartmouth. The shore on that side, for some distance along the town, was covered with fragments from the wrecks.

These storms are said to have been the most violent and destructive ever felt in Nova Scotia.*

In 1829, the population of Dartmouth numbered nine hundred and sixty individuals.† In 1852 it had grown into a town with three hundred houses, and about fifteen hundred inhabitants. The manufactures then in operation included two foundries, five tanneries, one chocolate manufactory, three

* The gale of 1813, which came from the south-east, occurred on Friday, November 12th. It began at about 5 o'clock p. m. and continued with great violence until about 7. In little more than an hour, few ships were left at their anchors and of these there was scarcely one which had not sustained some material injury. An account of the storm will be found in Murdoch's *History of Nova Scotia*, vol. III, pages 359-360. In the storm of September, 1798, shipping, wharves, and other property, were destroyed, to the value of nearly £100,000, and most of the roads were rendered impassable from the falling of trees across them.—*Ed.*

† Dr. Akins in an unsigned pencil note in this essay, says, that "the village in 1820 contained at least sixty houses, if not more." Mr. Lawrence Hartshorne and Mr. Jonathan Tremaine were at that time carrying on the manufacture of flour. Their grist-mill—a very large building—was situated in Dartmouth Cove, on the east side of the river flowing from the First Lake. When the canal was being constructed, a long race was built to convenience the mill. About ten or twelve years after this, the mill ceased to be used, and it was subsequently destroyed by fire. The foundation of the building may still be seen, and the old store stands on the shore of the Cove, where the water from the Dartmouth Lakes flows into the sea. At a ball given by the governor and Mrs. Wentworth on December 20th, 1792, the supper was embellished by several ornaments, among which was a representation of Messrs. Hartshorne and Tremaine's new flour mill.—*Ed.*

grist mills and a nail mill. Several of these were driven by steam power. From that time the town has gone on quietly but steadily improving. Numerous industries have taken root and flourished. They will all be described in order.

The shipyards of Messrs. Lyle * and Chapel, opened about 1823, employed a large number of workmen. These firms had a good reputation as superior builders, and for years their business was most prosperous. The "Barbara" was built in the shipyard of the former. She ran from Galway to Halifax with emigrants in twelve days. The first vessel built in Dartmouth was called the "Maid of the Mill," and was used in the trade of the grist-mill then in full operation. When a large ship was completed at the ship-yard, the time of her launch was a gala-day for Dartmouth. Some fair leader in Halifax society was generally chosen to christen the ship. A crowd of spectators gathered to witness the scene, a military band attended, flags waved in honour of the occasion, and the ship passed away from the place of her creation, amidst music, cheers, and applause.

* Lyle's shipyard was immediately to the north-west of the Chebucto Marine Railway. A note on a map in the Crown Lands Office, Halifax, says that Alexander Lyle received a grant of the water lots there, on April 12th, 1837.—*Ed.*

In 1845, a Mechanics' Institute was erected by the people of Dartmouth. This was the first building for that purpose known in Nova Scotia and it has done much service in the social and, literary history of the place.

In the fall of 1859, the Scottish Rifles, Chebucto Greys, and other volunteer companies were organized in Halifax. Early in 1860 Dartmouth followed that city's example, and formed a company known as the Dartmouth Rifles. The captain was David Falconer, and the lieutenants were J. W. Johnston (now Judge Johnston) and Joseph Austen. The company drilled in Dartmouth until May, 1860, when it united with five Halifax companies and formed the Halifax Volunteer Battalion. In December, 1861, the Dartmouth Rifles were inspected by Gen. Doyle, and in January following by Col. Taylor. On account of the formation of the Dartmouth Engineers, and the small size of the town, the Rifles found it difficult to keep their ranks filled. Lieut. Johnston resigned his commission, and in June, 1863 [1864?] Capt. Falconer gave up command. The company disbanded on July 1st, as it was not up to the required strength. The Dartmouth Engineers were formed a month after the organization of the Dartmouth Rifles. The company was formed of men connected with mechanical pursuits. The first captain was Richard

Hartshorne and the lieutenants were Thomas A. Hyde and Thomas Synnott. On May 14th, 1861, Hartshorne resigned, and Hyde took command of the company. In November, W. H. Pallister of Halifax was elected captain. Having been unable to obtain instruction as engineers, the company entered the Halifax Volunteer Battalion in 1862 and was known as the 2nd Dartmouth. In 1863, W. W. Smith, M. D., was elected surgeon, and in 1865 he was succeeded by J. B. Garvie, M. D. In the latter year, W. S. Symonds became captain and S. R. Sircom and J. W. Hay, lieutenants. During the Fenian alarm in the summer of 1866, the company was called out for garrison duty under Capt. Symonds and Lieutenants Sircom, Hay and Campbell. In February, 1871, Hay was promoted to the rank of captain. The company did not attend drill in a satisfactory manner, and it soon after ceased to exist.*

A Fire Engine Company was established in 1822, an Axe and Ladder Company in 1865, and a Union Protection Company in 1876.

Dartmouth was incorporated by an act of assembly passed in the year 1873. The municipal

* The above paragraph has been inserted by the editor. *Vide* Thomas J. Egan's *History of the Halifax Volunteer Battalion and Volunteer Companies*, Halifax, 1888, pages 157-162.

affairs are conducted by a warden and six councillors, and all local matters are provided for and arranged by this court.

W. S. Symonds was elected the first warden. There were three wards allotted to the township, and two councillors for each ward, namely: Ward 1, J. W. Johnstone, Joseph W. Allen; Ward 2, John Forbes, William F. Murray; Ward 3, Thomas A. Hyde, Francis Mumford. Thomas Short was the clerk. The first meeting of the council was held, 23rd May, 1873, at the residence of the warden. The officers are elected annually.

The town has grown and improved very much during the last ten or twenty years. The population in 1871 was 3,786. In 1886, thirty houses, one school-house, and a railway station were built within its limits. The number of inhabitants in 1887 was probably about five thousand. The progress of the place is very much increased by the many manufactories established and flourishing there.

The old Presbyterian Church near the corner of King and North Streets, was formerly used as a town-hall, but it was afterwards discarded, and the Mechanics' Institute building now contains the civic offices. A bell-tower has been erected on the old church and it is now a fire-engine house.

Besides these buildings, Dartmouth contains a Reform Club Hall, an exhibition building and skating rink, and several school-houses.* Nearly all of these are the outcome of its growth during the last twenty years.

Several changes have taken place in Dartmouth during the last six years.† A number of these have been mentioned from time to time in the foot-notes. About the beginning of 1891, a public reading-room was established. It is situated near the ferry docks, and is much used by the inhabitants. The mayor in his report, says he believes it to be the only free reading-room in the province. The town deserves much credit for thus placing current literature before all its people, free of charge.

Until recently, the town of Dartmouth had obtained its water from public wells and pumps, of which, in 1890, there were about nineteen of the former and eighteen of the latter. The idea of supplying the town from some of the surrounding

* The schools of Dartmouth in 1893, are : Central, on Quarrel Street ; Elliot School-House, on Dundas Street ; Greenvale, on Ochterloney Street ; Hawthorne, on Hawthorne Street ; Park, on Windmill Road ; Stairs's Street, for coloured children ; Tufts's Cove ; and Woodside. The Central School-house is on the site of the old Quaker meeting-house (See page 22.)—*Ed.*

† The remaining paragraphs of this chapter have been inserted by the editor, in order to bring the history down to the present year (1893). Mrs. Lawson's essay stopped at 1887.—*Ed.*

lakes, had been entertained for a number of years, but nothing definite had been done. Finally a scheme was formulated and approved at a public meeting held on 26th January, 1891, and an act in accordance with the scheme was passed by the legislature on 19th May, following. A water commission was formed which met on 15th June for organization. The supply was to be obtained from Lamont's and Topsail Lakes, which are about three miles from the town, on the Preston Road. Their combined area is about 168 acres. On 14th July, C. E. W. Dodwell, C. E., was appointed engineer; and soon after, tenders were asked for pipes, etc. The work of trenching and laying the main from Pine Street to the Lakes commenced on 3rd October. When the water was turned on the pipes for trial, it was found that they leaked in very many places. This had to be remedied, and it was not until 2nd November, 1892, that the water was turned on the town for the first time and the line subjected to its full pressure.

The construction of sewers was also begun in 1891.

Early in 1892, the council made arrangements with the Dartmouth Electric Light and Power Company to light the streets by electricity. The service began on the 13th July of that year. Previously the town had been lighted by street-lamps, fifty-eight of which were employed in 1891.

About 1891 a site for a new post-office was purchased by the Dominion government from the ferry commission. The building is now nearly finished. It is of brick, but cannot boast of architectural beauty. Up to this time, no special building had been erected for the purpose.

In 1888, the town council decided to place the Common under the care of a commission. This was done as soon as possible. In 1890, four hundred trees were planted, a pavilion was erected, and the roads and paths were improved. Since then the work of embellishing the place has been continued. It is now known as the Dartmouth Park. Further information regarding the Common will be found in a note on pages 20 and 21 of this history.

According to McAlpine's *Gazetteer and Guide for the Maritime Provinces*, 1892, the town of Dartmouth contains two foundries, three tanneries, forty-five stores, four boarding-houses, one skate factory, one rope and oakum factory, one nail factory, two saw mills, one soap and spice factory, one carriage and steel spring factory, and copper-paint works.

The population of the town according to the census of 1891, was 6,252, and the place contained 1,029 houses.

CHAPTER V.

CHURCH HISTORY.

ON 3rd November, 1792, the Bishop of Nova Scotia, the Rev. Dr. Charles Inglis, addressed a letter to the governor, Sir John Wentworth, requesting him to erect Preston, Dartmouth and Lawrencetown into one parish by the name of St. John's Parish. The request was laid before council, and granted. The parish was accordingly laid out as follows: "Beginning at the place of Fort Sackville Bridge, being at the confluence of Fort Sackville River with Bedford Basin, and from thence to run N. 75 E. by the magnet to the northern boundary of the Township of Preston, and thence to be bounded northerly by Preston aforesaid; on the east by the east line of Preston and by Chizzetcook River and Harbour; on the South by the sea coast of Lawrencetown, until it comes to the south-east entrance into the Harbour of Halifax; and thence running up the several courses of the shores of said Harbour, through the Narrows into Bedford Basin aforesaid, and by the several courses of the said Basin until it comes to

the bounds first mentioned; which includes the Townships of Preston, Dartmouth and Lawrence-town, and any other settlement within the prescribed limits, and also to include Cornwallis's (McNab's) Island and the Island called Carroll's Island in 1792."

The first church in this extensive parish, was built in Preston probably about the year 1795, and remained the only parish church until 1816. On the 10th of June in the latter year, a number of the people, inhabitants of Dartmouth, petitioned the governor, Sir J. C. Sherbrooke, for government aid to enable them to erect a church on the lot in Dartmouth granted by government for that purpose. The petition was signed by Jonathan Tremaine, H. W. Scott, Robert Hartshorne, Samuel Albro, Lawrence Hartshorne, jr., and Richard Tremaine.

This request was granted, and the foundation of the church, now called Christ Church, was laid.*

* CHURCH AT DARTMOUTH.—The Corner-Stone of a Church to be erected by subscription of the inhabitants of Dartmouth and Halifax, aided by a donation from His Excellency Sir John C. Sherbrooke, was laid at two o'clock this day, by his Excellency the Earl of Dalhousie, who has also been a most liberal subscriber to the undertaking, in the presence, and under the auspices, of the Right Reverend the Lord Bishop of Nova Scotia, Rear-Admiral Sir David Milne, K. C. B., the Hon. Commissioner Wodehouse, the Rev. Dr. Inglis, and many other respectable Parishioners. (*Nova Scotia Royal Gazette*, Halifax, 9th July, 1817.)—*Ed.*

It does not appear to have been completed until 1819, but was probably used for divine service about 1817. In that year, the Rev. Charles Inglis was appointed rector. He married a sister of the late Lawrence Hartshorne, Esq., whose name is still held in honourable memory by all who knew him,—an upright, honest and benevolent man, a good citizen and a faithful friend, of him it may be truly said, that “he bore without abuse, the grand old name of gentleman.” The Hartshornes, Tremaines, Creightons, Fosters and Albros are among the oldest residents and best known families of Dartmouth. The standard bearers of their names, with the exception of G. A. Creighton, Esq., have all passed away; but their descendants are still among the best and most influential residents of the town, whose growth and well-being was aided and secured by their forefathers.

In June, 1819, the rector of Christ Church, Rev. Charles Inglis, and the churchwardens, H. W. Scott and Samuel Albro, petitioned the governor to have the grant of the lot on which they had built the church, made out and completed. Which was approved by Lord Dalhousie, the governor of the province at that time.

Dartmouth was now the parish of Christ Church, but the rector had also charge of the parish of St.

John's, Preston. These were the only two stations for divine service, for several years. Afterwards the Eastern Passage and Three-Fathom Harbour were added to the charge of the rectors of Dartmouth. Mr. Inglis remained rector until 1825; when he removed to Sydney, C. B. Rev. E. B. Benwell, an Englishman, succeeded him. He only continued his ministrations for a short term.* The Rev. Mather Byles DesBrisay was the next incumbent. He was a son of Captain DesBrisay of the Royal Artillery,† and on his mother's side was a descendant of the celebrated Cotton Mather, and a grandson of Dr. Byles who at the time of the American rebellion, left his home in Boston, giving up position and preferment to maintain his loyalty to his sovereign. His faithful and uncompromising spirit has been transmitted to his descendants, of whom a goodly number remain among our most influential countrymen.

The Rev. Mather Byles DesBrisay was a graduate of King's College, Windsor. He was a

* Mr. Benwell was rector for only one year. He was succeeded by Mr. DesBrisay in 1828.—*Ed.*

† Married at St. John, N. B., on Monday, the 22nd ult., Thomas DesBrisay, Esq., Lieut.-Colonel of His Majesty's Royal Regiment of Artillery, to Miss Anna Byles, daughter of the Rev'd. Doctor [Mather] Byles, Rector of that city, and Chaplain of New Brunswick. (*Halifax Journal*, 8th August, 1799.)—*Ed.*

young man of great promise. His sweetness of disposition endeared him to all who knew him, while his devotion to, and earnestness in his work, commanded the admiration and esteem of his people. His congregation built a rectory for him near the First Dartmouth Lake. The house is pleasantly situated in a thick grove of native trees. It was retained as a rectory during the incumbency of several clergymen ; but being rather far from immediate parish work, it was sold to Col. Sinclair, a retired army officer, who with his family lived there for several years.* In 1882, a new rectory was built in the close neighbourhood of the church, which after being occupied by Rev. J. Bell, is again let until such time as the rector in charge may require it.

Mr. DesBrisay with his mother and brother, lived in the original rectory from the time of his induction until his death. The members of his family who lived with him, were both literary in their tastes and added to their cultivation and varied knowledge the accomplishment of being occasional writers of graceful verse.

Mr. DesBrisay's ministerial labours were extended from Dartmouth to the Eastern Passage and Three-

* It is now occupied by L. P. Fairbanks, Esq —*Ed.*

Fathom Harbour, now Seaforth. The latter station being twenty-five miles from Halifax, was visited for service once every month, and more frequently in cases of illness or death. His labours were most warmly appreciated by the people under his charge, and few clergymen have been better loved or more deeply lamented than the young rector of Dartmouth, whose life of usefulness was cut short in his thirty-first year. A heavy cold taken while in the discharge of his duty, resulted in illness so serious that nothing could be done to save a life of such value. He was only laid aside for a few days, when his death occurred at the rectory which he had made a refuge for the weary and a home for the sorrowful.

The following is an article copied from the *Nova Scotian* of the 13th February, 1834, said to have been written by his attached friend and fellow-student, the Rev. William Cogswell, then curate of St. Paul's, Halifax. The obituary is a touching tribute to his purity of life and his earnestness in the work of his Master :—

“Died, on Sunday, the 9th of February, 1834, at the Dartmouth Rectory, in the 31st year of his age, the Rev. Mather Byles DesBrisay, A. M., Rector of Christ Church, Dartmouth, and missionary of the Society for the Propagation of the Gospel in Foreign Parts. In his private, as well as his minis-

terial character, living he was equally beloved, dying he is equally deplored !

"The first year or two of his ministry was spent principally in visits to St. Margaret's Bay and other places which were without a resident clergyman; and the affection and gratitude with which the inhabitants of every place in which he has, for however short a period, exercised his ministry, bear ample testimony to the kindness and humility of his demeanor, and his christian zeal for their spiritual welfare.

"Since his settlement in Dartmouth, his labours in the cause of his Master have been arduous and incessant. Several parts of his extensive mission, which had been rarely visited in former years or blessed with the ordinances of religion, were made by him the objects of his almost weekly care: and some of the yet more distant parts, which had been accustomed to look only for a yearly visit from a minister of Christ, were favoured with a regular monthly opportunity of hearing the word of God. The usual routine of Sunday duties which he had marked out for himself, obliged him to travel fifteen hundred miles and hold upwards of one hundred and fifty full services within the year. But his exertions were not limited to his Sunday duties. No call of duty, from whatever distance, found him either unwilling or unprepared to attend to it; and it is scarcely more than a month since he went and returned a distance of twenty-five miles three times in one week, to visit a sick man at Three-Fathom Harbour, whose death called him a fourth time, within a few days, the same distance.

"Notwithstanding such great exertions, which might almost seem to justify a degree of self-complacency and satisfaction, such was his humility and freedom from display, that none but his most

intimate friends were aware of the extent of his labours, and to them the expressions of his regret were that he was able to do so little.

"But while the church of which he was an ornament, has sustained such a loss, who can express the deep bereavement under which his mourning family and afflicted friends are left to suffer by his departure. To every one of his contemporaries at college, he was endeared by ties than which no brotherly affection could be stronger. The people of his charge feel like the smitten Egyptians,—as though in every house there was one dead! And his family have to lament one whose affection was unceasing, whose kindness and attentions were unvarying, whose temper was unruffled, and whose disposition, partaking largely as it did of the milk of human kindness, was yet more deeply imbued with the mild and softening influence of Christian sympathy. Long and deeply will his remembrance be cherished by his family, his brethren, and his friends. Long and eagerly will the church he adorned look for one so calculated to impress her doctrines, so enabled by God's grace to exemplify those doctrines in his life, so likely to have gained the esteem, the admiration, and the regard of all parties and denominations of Christians by his simplicity, his zeal, his humility, his purity, his talents, his devotion, and his singleness of purpose.

"His remains were interred this afternoon, at two o'clock, beneath the altar in the Parish Church of Dartmouth, where his much respected Diocesan paid his last tribute of respect to the character of a zealous missionary and devoted parish priest, by committing his dust to its kindred dust, in the sure and certain hope of a glorious resurrection to eternal life."

Dr. Thomas B. DesBrisay, brother of the subject of the above notice, was for many years the leading physician in Dartmouth. His eldest son is Judge Mather Byles DesBrisay of Bridgewater, Lunenburg County, Nova Scotia.

After the death of the Rev. M. B. DesBrisay, the parish was successively under the care of the following rectors: Rev. A. D. Parker, a son of the late Hon. Chief Justice Parker of Fredericton, N. B.; Rev. George E. W. Morris,* son of the late and third Hon. Charles Morris, Surveyor General of the Province; Rev. James Shreve, D. D.; Rev. James Stewart; Rev. Ferdinand Pryor; Rev. J. B. Richardson; Rev. John Bell, an Englishman who came to Nova Scotia under the auspices of the Colonial and Continental Church Society; and the Rev. Nicholas Raven, also an Englishman, who took charge about Easter, 1886.†

The parish of Dartmouth is one of the best in the province. The church has a large number of members in the township and good congregations attend all the services at the various stations.‡

* Mr. Morris studied and was ordained in England in 1821.

† Mr. Raven was succeeded in September, 1888, by the Rev. Thomas C. Mellor, the present [1893] rector.—*Ed.*

‡ According to the census of 1891, there were 2,123 adherents of the Church of England in the town of Dartmouth.—*Ed.*

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During the period when the Nantucket whalers and their families were settled in Dartmouth, a plot of land on Block-House Hill was set apart as a burying ground. For a long time it was called the Quaker Cemetery, and all protestant members of the community were buried there. Soon after the building of Christ Church, which stands below the slope of the hill, a portion of this burying-ground was set apart for the use of the members of the Church of England, and it is there they still bury their dead.

Some twenty years ago, another portion of ground to the north-west of the Block-House Churchyard, was set apart for a cemetery. Here members of all other denominations are interred.

The Roman Catholic Chapel of St. Peter at the eastern corner of Ochterloney and Prince Edward Streets was built about the year 1826 or 1830.* There is a tradition that this church was the old one which formerly stood where St. Mary's is now situated in Halifax, and that it was re-erected in Dartmouth. Neither the Archbishop nor Father Underwood, who is now in charge of the district,

*The following accounts of the Roman Catholic, Presbyterian, Baptist, and Methodist Churches, have been inserted by the editor, as they had not been mentioned by the author save in a single sentence.—*Ed.*

has been able to verify this legend. It has been ascertained, however, that when the old church at Halifax was pulled down, it was resolved to allow the Roman Catholic inhabitants of Dartmouth to have all or such parts of the dismantled building as they might desire, but doubtless only parts of the frame, or the pews, were so utilized.

The first bell of St. Peter's, Dartmouth, was replaced by a better one, and the former was moved to St. Andrew's Chapel, Eastern Passage, where it now hangs. The Archbishop, thinking that this old bell might be of historical interest, probably in connection with the Acadians, caused it to be carefully examined, but no mark or inscription could be found by which it might be identified.

As the population increased, the old wooden church became of insufficient size for the congregation. It was therefore decided to erect a larger, brick building. The new St. Peter's Chapel, on Maple Street, was accordingly begun in the fall of 1890, and it was first occupied on Sunday, the 7th of February, 1892. The priest in charge has care of St. Andrew's Chapel at the Eastern Passage, and he also has to visit Devil's Island and Preston, but there are no chapels at the two last places. According to the census of 1891, there were 1,387 Roman Catholics in the town of Dartmouth.

From a register of births and deaths, beginning in 1830, is made the following list of the priests who have officiated at St. Peter's, named in the order in which they occur: James Dunphy, Dennis Geary, James Kennedy, William McLeod, Patrick Phelan, James and Patrick Dunphy (these two names are intermixed, the latter may have been merely a curate), Dennis Geary, Alexander McIsaac, Canon Woods, and the present incumbent, Charles Underwood. From this it will be seen that James Dunphy and D. Geary officiated twice.

The old Roman Catholic Burying-ground is situated at the northern end of the town, between Geary Street and Windmill Road. It is now in a ruinous state. The sod is becoming covered by golden-rod and blueberry bushes, and in some parts alders are springing up and will soon overrun the whole place. It contains about a couple of dozen grave-stones with inscriptions. Other graves, of which there are a good many, are merely indicated by rough bits of slate or whin, while the remainder have no marks save the uneven turf. In this desolate spot lies one who, tradition says, was a near relative of an empress, and yet no inscription tells her name, nor can anyone point out the grave in which she sleeps at peace from a life of bitterness. The oldest inscription in the grave-yard is dated

1832, which was a couple of years after the building of St. Peter's Chapel. In one part of the ground is a large stone vault, banked with earth. By an Act, passed in 1859, the trustees of the Dartmouth Common were instructed to set off a new Roman Catholic Cemetery, adjoining the Public Burial-ground on the Common, northward of Block-house Hill. There the members of the church now inter their dead.

The arrival in 1827 of some forty Scotch stone-cutters and masons, with their families (see page 32), doubtless brought a number of Presbyterians into the town of Dartmouth. These, together with such others as had previously been inhabitants of the place, soon desired to unite for worship. About January, 1829, Peter McNab, Esq., and other adherents of the Presbyterian Church who were residents of Dartmouth, combined by deed to form "the Congregation of the Church of St. James in Dartmouth."* On the 24th January and 1st November of the previous year, they, through their trustee, John Farquharson, had obtained two lots of land, one from Peter Donaldson and the other from Andrew Malcom. These lots were bounded on three sides by King, North, and Wentworth Streets,

* James Morrison was the Presbyterian Minister then in charge at Dartmouth.

and on the fourth side by the line separating them from other lots to the southward. A church was built near the eastern corner of King and North Streets, and there the congregation worshipped for many years. About 1868 it was proposed to sell the old lots and to purchase another piece of land on which to erect a new church, and an act was accordingly passed by the legislature in that year to enable the sale to be made. The members of the congregation also desired to reconstruct the body and revise the old rules. A new deed of constitution was therefore drawn up and dated the 21st March, 1870. It was adopted at a meeting held on 11th April, which was the last one under the old deed of constitution. On 3rd May, a piece of land, formerly belonging to the Harts-horne estate, at the junction of Portland Street with the Cole Harbour or Eastern Passage Road, was purchased from Robert Waddell for \$4,632, and a new church was soon commenced. While excavations for the foundation were being made, a number of human skeletons were exhumed. The place had evidently at one time been used as a cemetery, but whether by Indians, French, or old settlers, is not known. One calm summer's day, the framework of the church collapsed, and it had to be re-erected. This occasioned some delay, but by the 17th

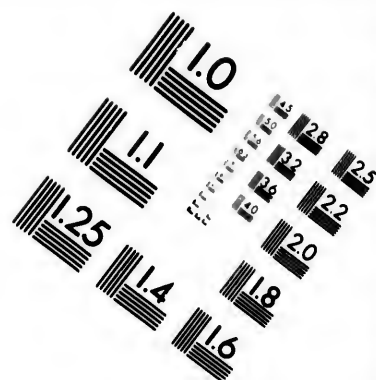
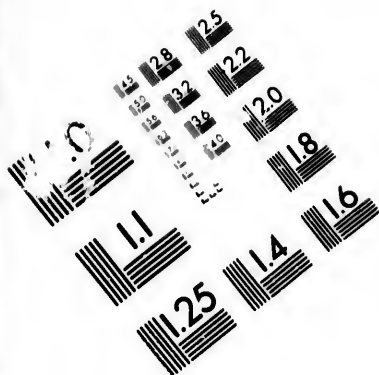
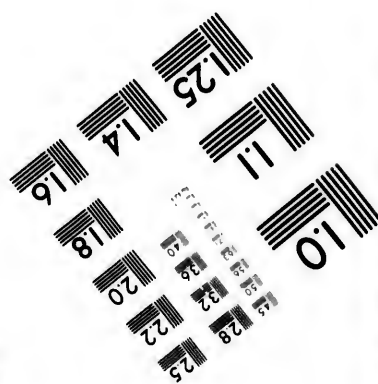
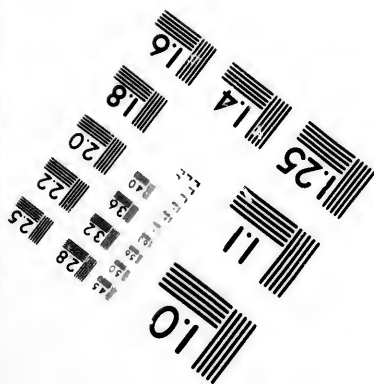
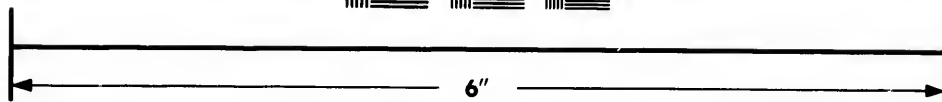
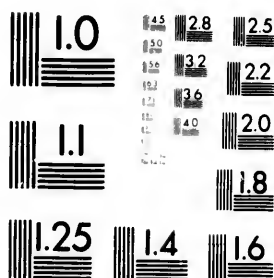
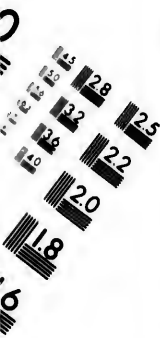


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January, 1871, the building had been completed. It was opened for worship on Sunday, 29th January, and the pews were assigned to the congregation on the following Tuesday. The total cost of the building, including heating and lighting apparatus, together with the cost of grading the plot and erecting a fence and wall, was about \$13,700. Recently, the steeple of the church was taken down, owing to its probable insecurity. In 1870 the salary of the pastor was \$700, but by 1874 it had been raised to \$1,200. About 1888 Dawson Street Church came under the charge of the congregation. It was formerly situated near the Ropewalk. Services are also held near the Woodside Refinery.

The records of the church up to 1870, are apparently lost, but the following list includes most of the reverend gentlemen who have conducted the services: James Morrison, Alexander Romans, A. W. McKay (about 1855), William Murray (about 1856), Dr. McKnight (1857 until about 1868), Alexander Falconer who officiated for eight or ten years, Peter M. Morrison, in charge for about the same length of time, John L. George who only remained a few years, and the present pastor, Thomas Stewart. It was during Mr. Falconer's time that the new church of St.

James was built. The congregation now bury their dead in the Public Cemetery, but formerly they doubtless used the Church of England Burying-ground, which, some say, was never consecrated. In 1891 there were 1,042 Presbyterians in the town of Dartmouth.

The organization now known as the Dartmouth Baptist Church was brought into existence on the 29th of October, 1843. From a record made at the time, we learn that Elder Knox, of Halifax, after stating the duties of church members to each other and to the world, read the letters of dismissal and gave the right hand of fellowship to seven members. The church thus organized, then received into its fellowship four others. During the first year of its existence the congregation met for worship in a hired room. In September of the year following, a new meeting-house which had been built by subscription, was opened by Brother A. S. Hunt and Elder John Masters, of New Brunswick. The site of the "New Meeting House," as it was called, is identical with that whereon the present church now stands,—namely on King Street. The original structure was removed a little to the rear of the present building, and is now used as a vestry, a memorial of the zeal of those who now rest from their labours.

The first pastor of this church was the late Rev. Abraham S. Hunt. His ordination followed shortly after the dedication of the church, and took place at Dartmouth on Sunday, the 10th of November, 1844. The memory of this man's devout life and labours is yet fragrant in the minds of very many of the older adherents of the church. Mr. Hunt's pastorate was a short one. A wider field soon opened for him and he accepted a call from the Baptist Church at Cornwallis, Kings County. The history of the church from the time of Mr. Hunt's departure until his return and second pastorate in 1867, is a checkered one. At intervals it seemed to have an existence in name only. The seed, however, planted in faith, was destined to grow. Mr. Hunt's death in 1878 left the church again pastorless. In February of that year, the Rev. John Clarke accepted a call and took charge, but resigned a few months later. The late Rev. Henry A. Spencer, then a licentiate, was called to fill the vacancy. The ministry of this gentleman was greatly blessed, and the church began to increase in membership and to gather strength financially. The present church on King Street was begun and opened for worship during his time. On the resignation of Mr. Spencer in 1888, the Rev. Edward J. Grant became minister, continuing so

for a period of nearly ten years. Subsequent incumbents, mentioned in their order, were, the Revs. C. W. Williams and W. M. Smallman. The Rev. S. B. Kempton now presides over the church. Prior to his present connection he served as pastor of the Baptist Church at Cornwallis for over a quarter of a century.*

"For some years," writes the Rev. T. W. Smith,† "the few Methodists of the place [Dartmouth], who had looked up to the faithful Nathaniel Russell as leader, had heard occasional sermons on that side of the harbour in a school-house‡; but in 1847, when the Sunday afternoon sermons in the city Methodist churches had been finally abandoned, the hour thus placed at the minister's disposal was given to them." A church was accordingly dedicated in 1853. "In the erection of the church," continues Mr. Smith, "a deep practical interest was taken by George H. Starr and G. C. M. Roberts, M. D., a

* The editor is indebted to the vestry-clerk for the information contained in this paragraph.

† *Vide History of Methodist Church within Eastern British America*, vol. II (Halifax, 1890), p. 321.

‡ Mr. Smith says, that "During the winter of 1785-6, Freeborn Garrettson preached several times at Dartmouth, where the people offered to build a preaching-house, if regular services could be guaranteed. Garrettson then had charge of the extensive Halifax circuit." (*Vide History of Methodist Church in Eastern B. N. A.*, vol. I (Halifax, 1877), p. 163.

local preacher of Baltimore, Md., by the former of whom half of the whole cost was contributed, and such generous guarantees for the support of a minister were given that in 1856 the name of the town appeared as that of a circuit." The church, which has since been enlarged, stands on the corner of Ochterloney and King Streets. The names of the ministers since 1853, given in chronological order, are as follows: A. W. McLeod and — Stewart (Dartmouth and Musquodoboit), Hezekiah McKeown, Rev. Matthew Richey (Halifax and Dartmouth), John Winterbotham, John S. Phinney, John Cassidy, Theophilus S. Richey, J. G. Angwin, Howard Sprague, J. A. Rogers, C. H. Paisley, A. W. Nicolson, Joseph G. Angwin, J. E. Thurlow, Godfrey Shore, I. M. Mellish, H. P. Doane, J. L. Sponagle, W. C. Brown, G. F. Johnson, and the present minister, D. W. Johnson. According to the census of 1891, there were 615 Methodists in the town.

CHAPTER VI.

DESCRIPTION, ETC., OF THE COUNTRY SURROUNDING
THE TOWN.

THE Township of Dartmouth extends along the shore about nine miles through a pretty strip of country called the Eastern Passage. The land is beautifully situated on the border of the harbour. In many of its warm and sheltered spots, carefully cultivated and enriched by the thrifty farmers and their wives, spring vegetables, such as rhubarb, lettuce, radishes and greens, are grown and brought to Halifax very early in the season.

Near the terminus of the road which runs through this part of the township, is a beautiful inlet of the sea called Cow Bay. It has a delightful beach on which the great waves rush in and recede with a grand and musical swell. Some good farm-houses in the neighbourhood of this bay, have accommodation for visitors; and the place is now a favourite summer resort, not only for picnic parties, but also for those who

enjoy a few days or weeks by the sea. Here bathing, and fresh, bracing air are always to be had, with quiet and comfortable lodgings. It is a spot where Nature with her fairest and sweetest attractions is always to be found. Cow Bay Run is a charming little river. Indeed, many spots in the vicinity seem pleasure grounds of Nature, made for the relaxation and enjoyment of man.

The Eastern Passage lands were chiefly settled by Germans. The fine farms in the district are the result of their careful toil. In each of the little coves are families of fishermen, and these in the earliest years of the settlement supplied the Halifax market with fish.

In 1754, the president of the council at Halifax received orders from the British government to build a battery on the Dartmouth side of the harbour, near the Eastern Passage Road. This was completed in the same year, and is now known as Fort Clarence.* Eight guns were at first mounted. A very small garrison has occupied the fort ever

* The following note relates to Fort Clarence: "New Battery has lately been begun—likewise not finished. It stands on a rising ground about two miles east across the Harbour from Halifax. This is to prevent shipping entering the Harbour under the Eastern shore without reach of George's Island." (*Selections from Public Documents of N. S.: Remarks relative to Return of Forces in Nova Scotia, 30th March, 1755.*)—Ed.

since. It is about two miles south-east of Dartmouth.

At one time the summer camping ground of the soldiers of the Halifax garrison was situated on the waterside of the Eastern Passage Road; the white tents surmounted by the union-jack, and the brilliant uniforms of the men, making it a miniature Aldershot. The camp was a great attraction to strangers, and consequently the Eastern Passage Road was a favourite drive in the pleasant days of summer. Target practice and other military exercises filled up the few weeks during which the men remained under canvas. Many a jaded soldier regained health and strength on the green slopes, fanned by the fresh sea breezes sweeping over this pleasant holiday ground.

After being used for two or three seasons, the grounds were discarded by the military. Fortifications were commenced on McNab's Island, and the camping place was removed to the more suitable and extensive enclosure belonging to the government on that island.

Most of the road from Fort Clarence to Dartmouth is so picturesque and beautiful, that its many attractive situations have been chosen for the erection of pretty cottages and more imposing residences.

More than fifty years ago, the Hon. John E. Fairbanks purchased a site on the Eastern Passage Road, sloping down to the water's edge. Here he built a pretty cottage in which he and his family lived for many years. The grounds were laid out with much taste and a good deal of ornamentation. Extended walks were made, and planted on each side with shade trees and shrubs. A large garden on the southern side of the house was tastefully planned and filled with fruit trees and flowers. In those early days of provincial floriculture, this was one of the first places in Dartmouth in which taste and ornament largely predominated, "Woodside," as it was called, was always a most delightful summer resort, and visitors came to admire the beauty of the situation and its picturesque surroundings. From the verandah, trellised with vines, the harbour and city beyond filled the scene, the noisy din of the latter stealing across the water, only making the pleasant idleness of the quiet country home more delightful. There are many who still remember with pleasure and affection the beautiful grounds of "Woodside," and the courtesy and kindness of its hospitable owners. After Mr. Fairbanks's death, the property was purchased in March, 1865, by George Gordon Dustan, Esq., a gentleman who came to Nova

Scotia from Scotland in June, 1863. The Woodside Sugar Refinery was afterwards erected on the land. This manufactory will be described in a subsequent chapter.

The property adjoining Woodside, also fronting the water, had a valuable brick-yard and kilns for the manufacture of lime. They were first owned and brought into working order by the late Samuel Prescott, Esq. At his death, after passing through several hands, the property was purchased by Henry Yeomans Mott, Esq.* Here this gentleman resided with his family for many years, and not only carried on the making of bricks on a large scale, but also erected buildings for the manufacture of chocolate and cocon, and a mill for grinding spices, etc. Mr. Mott had a number of persons employed in the different departments of his establishment, and did a large business up to the time of his death on 31st January, 1866. He was a magistrate for more than a quarter of a century, and represented the county of Halifax in the provincial assembly for four years. He was the father of John Prescott Mott, Esq., one of the wealthiest manufacturers and merchants in the

* See the particulars of the Mott family, given in the succeeding history of the township of Preston.—*Ed.*

province. The property is still possessed by Mr. Mott's family, and was used for the carrying on of manufactures for some years. Of late, the factories have been closed; and the brick-yard is seldom, if ever, in operation.

Another brick-yard was situated at the Eastern Passage, about a mile and a quarter south of Fort Clarence. It was started and worked by Messrs. Peters and Blacklock, builders. These gentlemen had the contract for the erection of the Wellington Barracks at Halifax, and all the bricks used in that structure were made at their own brickyard. It was afterwards carried on by William Hare, Esq. and gave employment to a large company of workmen. Of late years it has been partially closed, owing probably to the small demand for building materials in Halifax. Near the brick-yard there were good pottery works belonging to Mr. Hornsby. At present, however, the establishment is closed.

Adjoining the late Mr. Henry Y. Mott's property, is Mount Hope, the asylum and hospital for the insane. The building was erected between 1856 and 1858,* and immediately occupied; the patients

* About 1845, a commission was appointed by Lord Falkland to make inquiries in the United States relative to the management of hospitals for the insane. The detailed report of this com-

being under the care of Dr. James R. DeWolfe. The situation of this institution is very fine. It commands a good view of the harbour and city of Halifax, and of miles of country. The grounds are tastefully laid out and kept in excellent order. The building is of brick, with extensive wings. It is a brilliant object from Halifax when the setting sun falls on its many windows and floods them with a resplendent glory. The Asylum is now under the charge of Drs. Reid * and Sinclair. The interior of the building is bright, airy and comfortable. Its large halls and many wards are

mission is in the Journals of Assembly for 1846. In the session of that year, a committee recommended an annual grant for five years for purchasing the necessary grounds and erecting and furnishing such buildings as might be required for an asylum. From that time, private donations and legislative grants were bestowed. The corner-stone of the building was laid with masonic honours on Monday, 9th June, 1856. In the first report of the commissioners of the Hospital, which appears in the Assembly Journals of 1859 (Appendix 10), this date is erroneously given as 8th of June. On Friday night or Saturday morning, following the day of the ceremony, some persons capsized the corner-stone and stole the coins, etc., which had been deposited therein. The hospital was principally built of bricks which were made on the place—probably at the brick-yard on the old Mott property just to the south. On 1st December, 1858, the executive officers of the institution took possession of their quarters, and it was announced that the building would be ready for the reception of patients on the 1st of January, 1859.—*Ed.*

* Dr. Reid is now (1893) superintendent of the Victoria General Hospital.—*Ed.*

kept in faultless order, and as much as possible is done in order to alleviate the distress and restore to sanity the painfully large number of its unhappy inmates.

From the Asylum grounds, on the water side of this road, to Dartmouth Cove and beyond, are a number of handsome houses with their grounds well cultivated and set about with luxuriant trees. Among the owners of this portion of Dartmouth, are George Troop, Esq., A. E. Ellis, Esq., Hon. Dr. Parker, John P. Mott, Esq., and Judge James.

As has been before mentioned on page 44, the wharf fronting Dr. Parker's property and at the foot of the old Ferry Road, is the site of Creighton's or the Lower Ferry landing.*

When the adjoining property was first put under cultivation, a number of small cannon balls and large shot were thrown out by the plough. They were probably scattered there by some of the French sailors who occasionally anchored their ships of war in the harbour near Dartmouth, when our province was owned by France and known by the name of Acadia.†

* This ferry is marked on a military plan of Halifax and its vicinity, made by John G. Toler, R. E., in 1808.—*Ed.*

† I have been informed by an old inhabitant, Mr. George Shiels, that about sixty years ago there was a small island, which has since disappeared, near the shore just north of Mott's wharf

Dr. Parker has a handsome house and grounds with a fine grove of hardwood trees near the southern side.

Mr. Mott has an excellent waterside property, with large substantial house and attractive grounds. Winding walks cut through the woodland, give a charming variety to the place, so full are they of pleasant surprises: now opening on a garden of roses, now leading to a gay parterre of flowers, or disclosing at the next turn a great rhododendron, covered with bloom, with other graceful and fragrant shrubs. All the grounds are kept in perfect order, and charm the eye with their variety and beauty. Fronting the water near the Cove, Mr. Mott has a number of factories and store-houses, where he carries on the manufacture of chocolate and other preparations of that beverage. He has also a mill for grinding pepper and other spices, and a press-house where these condiments are packed for the market. Mr. Mott opened his manufactories in this place about 1853,

in the Cove. It was then disappearing under the action of the sea, and in the falling bank could be seen numerous wooden coffins containing skeletons. Mr. Shiels remembers seeing them when a boy. He says that some of the French were buried there. If so, they may have been either d'Anville's men or the prisoners who have been mentioned on page 61. I have not found this island on any of the old plans of Dartmouth.—*Ed.*

and has since done a very large business in the various branches of his trade. The works employ about thirty labourers all the year round. Much property on both sides of the highway is owned by the proprietor, on which are a number of houses occupied by the workmen and their families.*

The upper side of the Eastern Passage Road is perhaps the most to be admired, owing to its commanding view of the harbour and the country in the distance. Most charming landscapes can be seen from many of its hills, all fronted by the broad and ever-beautiful sea, where ships and steamers, and smaller vessels of every description, are constantly passing to and fro.

The undulating beauty of the land; the green islands in the channel; Halifax rising up from the water's edge to the slope of the Citadel above, its flag and cannons a constant reminder that we are under the protection of grand old England and her gracious queen: all these give a picturesque beauty and charm to the view from this part of Dartmouth, which cannot be surpassed in any other portion of the province.

Between the Cole Harbour and Eastern Passage Roads, and alongside of the old ferry road leading

* Mr. Mott's death occurred on 12th February, 1890, since Mrs. Lawson wrote this history.—*Ed.*

from the Cove, stands "Mount Amelia." The house was built about 1840 by the late Hon. James William Johnstone, judge-in-equity for the province of Nova Scotia. The situation of this property is very beautiful, and from it may be obtained an extensive view of the country, stretching for miles over the township. When the grounds were under cultivation and in good order, this was a most delightful summer residence. Judge Johnstone was very much attached to his pleasant country house, and under his care the shubbery and garden were perfect in their way. He died in England, in November, 1873. Owing to the vicissitudes of change and time, the house and grounds now much need repair, but the site and surroundings are even more beautiful than ever. The luxuriant foliage of the deep groves of trees, dyed with tender tints of varying green in June, or flushed with the crimson and orange glory of October, make a picture of loveliness at these especial seasons that cannot readily be effaced from the memory.

In 1869, a company composed of three gentlemen was formed, with the intention of purchasing a certain amount of property to be laid out and formed into a park. The object of this association was the improvement of Dartmouth and pecuniary

advantage to themselves. In accordance with this view, several acres * were purchased from the property belonging to Judge Johnstone, on the upper (western) side of the Eastern Passage Road. The land was thickly covered with fine hard-wood, and had all the natural advantages necessary for carrying out the plan effectually. Several carriage roads were cut through it, each presenting different views, and building lots attached. The idea was to erect houses of various sizes and styles on these lots, either for purchasers or tenants. The whole was to be incorporated under the name of "Prince Arthur's Park."† The late John Esdaile, Esq., built the first residence. He was a retired Montreal merchant who had chosen Dartmouth for his home and who wished to devote his leisure and money to its improvement. He lived for some years in the first house which he built in the Park. It is now owned and occupied by Benjamin Russell, Esq. Another pretty villa was built by Mr. Esdaile, and is now owned by Mr. Frazee. After its incorporation, the other members

* One hundred and six acres are named as the quantity of land, in the act of incorporation.—*Ed.*

† In 1870 an act was passed to incorporate the Proprietors of Prince Arthur's Park, namely, Bennett H. Hornsby, John Esdaile, John McNeil Parker, James W. Johnstone, J. Norman Ritchie, John C. Cogswell, Frederick Fishwick, and such others as might afterwards be added.—*Ed.*

of the company did not build as they had at first agreed to do. The roads have not been kept in order, and several of the lots purchased are now used as pasture land. On the slope of the hill, A. C. Cogswell, Esq., has a handsome house and grounds. Adjoining his property, is a pretty cottage and garden owned by Mr. Stewart. Further south is another house. All these are within the Park. Had the original intention of the company been carried out, Prince Arthur's Park would have been a great ornament to the town of Dartmouth.

Above "St. Amelia," on the old Preston Road, is Maynard's Lake. This is a beautiful sheet of water closely bordered with drooping trees. It is said to contain a warm spring, and no matter how thick the ice may be in other places, crossing it is apparently dangerous in winter.

To the eastward, looking down upon the lake, stands "Manor Hill." It is now the residence of W. S. Symonds, Esq., but was built and occupied for several years by Mr. Andrew Shiels, well known to the people of Dartmouth by the title he bestowed upon himself, "The Bard of Ellenvale." This title was derived from the property and house he had purchased and built in a pleasant valley nearly a mile nearer Preston, and to which he had given the name of "Ellenvale," in compliment to his

wife. Mr. Shiels was a Scotchman, and a blacksmith by trade. Like his great countryman, Robert Burns, he loved the "divine art," and employed his leisure in writing verses. These, above the pseudonym "Albyn," were published almost weekly in the Nova Scotian newspapers. Mr. Shiels attempted to copy Burns in style and sentiment, but unfortunately was without the delicate perception and tender inspiration of Nature which made his prototype a true poet. Still there is often a touch of the genuine afflatus in Albyn's rugged rhyme. A sketch of Dartmouth would be incomplete without a reference to the hard-featured, honest Scotchman who believed himself to be a poet, and who brightened his daily toil by communion with the spirit of song, his droppings of rhyme beating a measure to the blows on his anvil. He died some years ago, and was buried in Woodlawn Cemetery, among the dead whose epitaphs were often furnished by his pen *

* His gravestone contains the following inscription: "In memory | of | Andrew Shiels | Born | in the Parish of | Oxnam, Roxburghshire, | Scotland, | March 12th, 1793, | Died at Dartmouth, N. S. | Novr. 5th, 1879, | In the 87[th] year | of his age. | Epitaph :

Within this little mound,
Let Albyn's dust remain
'Till the Archangel's trumpet-sound
Wake him to life aga'n.
No overweening pride
This marble slab invests,
But as a landmark it may guide
To where the poet rests."

The road which winds along, above the shore on the western extension of Dartmouth, is known as the Windmill Road; so called from the ancient landmark which has so long stood in that portion of the town. This windmill was built more than sixty years ago,* and was used as a grist-mill for a long period. It has now fallen into decay; the sails have been removed, and the venerable structure is allowed to rest from its labours. The Albrow property, Turtle Grove, Tufts Cove and other points of interest, are to be found in this locality. The Oland Brewery situated near Turtle Grove. This part of Dartmouth has always been a favourable place for picnics and other summer pleasures.

The road leads past the Narrows and along the eastern side of Bedford Basin until it terminates at the village of Bedford on the Windsor Road.

The township of Dartmouth also extends in another direction, up the old Truro Post Road, past the Dartmouth Lakes, on beyond "Red Bridge," along Lake Charles and by the house once known as Marshall's Hotel.† This house, some twenty

* A note, doubtless in the handwriting of Dr. Akins, says that it was standing in 1820.—*Ed.*

† This place was also called the Portobello House. It was on the west side of the road, about six miles from Dartmouth. Some years ago, it was burnt to the ground.—*Ed.*

years ago, was a favourite resort, and driving parties, sleighing and otherwise, often took advantage of its comfortable rest.

In this direction we find the district known as Waverley.* This village is the growth of the last twenty-five years, and was called into existence by the discovery of gold in its vicinity. It is separated into two parts by Lakes William and Thomas, and is thus known as the eastern and western divisions. It was first brought into public notice in 1861 by the discovery of gold. Like all land near the shore of Nova Scotia, the soil is poor and very rocky, and for generations it was left almost undisturbed by man, none imagining that among these rough masses of "barrel quartz," the precious metal was hidden.

The first discovery of gold was made public by Alexander Taylor on the 23rd August, 1861. He found the metal in the west division, on the eastern edge of Muddy Pond, on the Waverley farm of the late Charles P. Allen who for many years

* Waverley is not in the township of Dartmouth, and therefore its history is irrelevant to the subject here treated. As the sketch, however, contains information which may be useful, I have allowed it to stand as written by Mrs. Lawson. "Waverley" was the name given by Mr. Charles P. Allen to the house which is now occupied by Mr. B. C. Wilson, and the designation was afterwards applied to the village which sprang up about it. Allen was a great admirer of Scott's famous novel.—*Ed.*

had a bucket-making manufactory in the neighbourhood. The specimens obtained in two days' search, broken from surface boulders, were sold in Halifax for eighty dollars.*

Gold was discovered on the eastern side by James Skerry, on the 14th September, 1861. He found it on the high ridge of land on the eastern side of the post-road leading to Truro, and within three-quarters of a mile of the place where the previous discovery was made in the western division.

These mines have been the scene of a great deal of labour and much expenditure of money. A very large area has been mined, and a settlement has grown up around it; but the returns have not satisfied the purchasers of claims who began work with such large anticipations of profit twenty-five years ago. The total yield of gold from 1861 to 1885, was fifty-three thousand and twenty-nine ounces, sixteen penny-weights, and four grains. This is the result of six hundred and six thousand, six hundred and forty-three days labour. The yield has decreased very much since 1876, and seekers for gold are now exploring in other directions.

* See Samuel Creelman's report on Nova Scotia Gold Fields, Appendix No. 6, Journals of Assembly, N. S., 1863, which contains much other information regarding the place.—*Ed.*

The road on the western side of the First Dartmouth Lake, fronts some pretty farms and gardens, where the soil is more warm and productive than in many other parts. Here the Keelers and Taylors and Laidlaws raise the fine fruit and vegetables so popular in the Halifax market. The property of G. A. S. Crichton, Esq., known as "The Brae," is greatly admired for its cultivation and natural beauty, and is celebrated for its fine peaches and strawberries. The land on this belt is well sheltered, and presents a most fertile appearance.

Standing on the green slope, under the shadows of the trees, the broad post-road is seen winding round the margin of the lake and issuing into Preston. Horsemen, carriages, and foot passengers are constantly passing along the yellow highway, which is bordered by the lake on one side and by trees on the other. The effect is lovely, when in a boat floating gently over the blue lake we watch the shadows cast by the setting sun, and see the green foliage bathed in a flood of living light.

Dartmouth has so many points of natural beauty and interest, that it is difficult to exhaust them. Farrell's woods, Mount Thom, the beautiful grounds of David Falconer, the high land on which

stand the houses of J. Walter Allison, T. Cutler and others, looking down upon the harbour, out to the lighthouse and beyond,—all these have manifold attractions for visitors. Many of the shady woods are the picnic grounds of the community, where the children of the Sunday schools hold their annual feasts, and where the lover of nature goes to meditate at eventide.

Within the township are Maynard's Lake, owned by the provincial government, Out-Hill Lake, Penhorn Lake,* the Dartmouth Lakes, Russell's or Macdonald's Lake, Morris's Lake, Topsail and Lamont's Lakes, and Albro's Lake. Besides these, other peaceful and pretty inland waters may be seen from some of the heights, lying half hidden among the graceful hardwood trees.

The old highway to Preston, branching from the Cole Harbour Road, passes many places of historical interest, which will be referred to in the following pages. The newer road which goes by Topsail Lake, was built many years ago, and now supplants the old one.

* John Penhorn was one of the proprietors of a tract of land granted in 1786 but escheated in 1810 (Grant Book 18, page 12, Crown Lands Office). Penhorn Lake was doubtless named after him or one of his family.—*Ed.*

About 1760,* Ebenezer Allen, one of the original grantees of Preston, started a tanyard about three miles from the town of Dartmouth, on what is now the old Preston Road. It was afterwards worked by his son, John Allen, and John Stayner, who formed the firm of Stayner and Allen. They did a very large business for some years and accumulated much property both in Dartmouth and Halifax. After a time, they dissolved partnership, Mr. Stayner taking the Halifax property and Mr. Allen the lands in Preston. The latter worked the tanyard on his own account. The net annual profit was over three thousand pounds currency,† and some twenty or thirty

* This date I think is too early. None of the land in the vicinity had been granted as early as 1760. The first mention of the tannery which I have been able to find, is in the deed dated 30th April, 1795, by which Lieutenant William Floyer and Margaret Floyer, sold to John Stayner, Alexander Allen and Ebenezer Allen, the land (with the exception of an acre) from where Woodlawn Cemetery is now situated to the brook "at the south-west corner of Messrs Stayner and Allen's Tan Yard" (*Vide* Lib. 31, fol. 261, Registry of Deeds, Halifax). This is the property on which the old Allen homestead was built. The house was burnt some fifty years ago, and a modern one now occupies the site. The acre retained by the Floyers was the spot on which their cottage stood before "Brook House" was built on the opposite or southern side of the road. This cottage was also destroyed by fire, and the house belonging to Cross, at the corner, was built on the land it occupied. See note on page 109, and also another, relating to the Floyers, in chapter VIII.—*Ed.*

† Mr. Thomas Allen, a grandson of Ebenezer, assures me that this large amount is correct.—*Ed.*

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men were constantly employed in the works. In short, it was for years the only place of profitable labour for the Chezzetcook and coloured men who were willing and able to work. Labour in the tanyard, on a much reduced scale, was carried on for many years by Mr. Allen and his sons. Their dwelling-houses were all in the immediate neighbourhood, but the old homestead has since disappeared, and none of the family at present reside near the place of their birth.

Mr. Allen belonged to the Sandemanian body, whose adherents at that time were numerous in the township. A short distance westward of his house, in a sunny sheltered glade, he laid out a burying-ground which is used until this day for the repose of the dead. Its early name was "Woodlawn," but it has always been more familiarly known as "Allen's Burying-Ground." It was first used for interment in 1762, consecrated only by the tears and prayers of the mourners who went there to weep.* Many an early settler lies beneath

* 1762 seems to be a mistake, for by search made in the registry of deeds, I find that it was not until 14th August, 1786, that Ebenezer Allen purchased from Samuel King 62½ acres of land which contained the plot now known as Woodlawn Cemetery (*Vide* Lib. 23, fol. 108). Besides this, Thomas Allen, Esq., informs me that the Allens were loyalists, and these people did not come to Nova Scotia until about 1784. It therefore seems probable that both the cemetery and tanyard were not opened

its grassy mounds, whose story will be told as we pass along.

Mr. Allen's eldest daughter married William Burch Brinley, Esq., son of George Brinley, Esq., deputy commissary-general at Halifax in 1797 and afterwards commissary-general of His Majesty's forces in the same place, which office he held until his death in 1809.* Mr. Brinley built a house on the old Preston Road. It was a pleasant country residence, named "Mount Edward" in honour of the Duke of Kent.† Afterwards it

until about 1790. Those interested in the matter should also consult the indenture dated 12th March, 1787, Ebenezer Allen to Anthony Stewart (Lib. 25, fol. 348). John Allen, who is mentioned above, was the father of sixteen children.—*Ed.*

* "We find George Brinley commissary and storekeeper general in this garrison in October, 1797. His wife was a Wentworth, sister to Lady Wentworth. Benning Wentworth was a brother to both these ladies. William Birch Brinley, his son, married Joanna Allen, daughter of John Allen, Esqr., of Preston, N. S., and the only child of this marriage is the widow of Mr. William Lawson. Mrs. Gore, deceased, the novelist, was grand-daughter of George Brinley, the commissary-general, her mother, Mrs. Moody, being his daughter." (Murdoch's *History of Nova Scotia*, vol. III, p. 163.) Rev. Mr. Eaton in his *Church of England in Nova Scotia* (p. 253) says, "One of George Brinley's daughters was Mrs. Moody, the mother of Mrs. Gore, the novelist, who, at the death of Sir Charles Mary Wentworth, inherited the Prince's Lodge estate at Halifax."—*Ed.*

† "Mount Edward" is over half a mile to the eastward of Brook House, which will be referred to in a subsequent chapter. Woodlawn Cemetery is just northwest of the latter place.—*Ed.*

became the summer residence of Mr. Brinley's widow and her son-in-law, William Lawson, Esq., and his family. The house has now fallen into decay, but the farm is well cultivated and some of the finest vegetables brought to the Halifax market, are grown in its fields.

At one time the school at Allen's Tanyard was kept by Mr. Bennett, father of the late James Gordon Bennett, founder and proprietor of the *New York Herald*. It is said that he was a good teacher, and he remained long enough to give many of those under his charge all the knowledge they ever possessed.

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CHAPTER VII.

PRESENT INDUSTRIES AND RAILWAY.

[T has been stated on page 92, that in March, 1865, George Gordon Dustan, Esq., had purchased from the Hon. John E. Fairbanks the property known as "Woodside," on the Eastern Passage Road. Mr. Dustan was much interested in manufactures, more especially in the refining of sugar, and for many years he entertained the project of establishing a refinery for that purpose on his property. The situation of the land, its nearness to the Halifax market, with good water facilities, made this place a desirable locality for such an enterprise.

A company was formed in England under the name of the Halifax Sugar Refining Company, limited. The head office was in the Walmer Buildings, Liverpool, England. G. G. Dustan, projector of the enterprise, was one of the directors of the company. The paid up capital was eight hundred and seventy-five thousand pounds.

The foundation-stone of the Woodside Refinery was laid on the 3rd of July, 1883. The building was finished, the works completed and the refinery in operation, with sugar ready for the market, on the 1st of September, 1884. The refining capacity was one thousand barrels per day. The wharf on Halifax Harbour was an extensive one; frontage six hundred and fifty feet, and depth of water sufficient to receive the largest ships and steamers. Large sugar stores were erected; the capacity of the ground-floor was twenty-five thousand tons of raw sugar, and the second floor contained room enough to store fifty thousand barrels of refined sugar; the attic accommodated sixty-five thousand empty barrels. A cooperage was on the premises, with steam machinery, capable of making a thousand barrels in ten hours. A branch line from the Intercolonial Railway, ran into the boiler-house, and alongside of the cooperage, and sugar-stores. The motto of the company was pure sugar and full weight.

The refinery, as may be seen from these details, was in perfect working order; and from 1884 until the end of 1886, it afforded employment to a large number of men, and promised to be one of our most prosperous industries. Notwithstanding all its advantages, the result was most

disappointing. Circumstances, the details of which are not within the scope of this paper, resulted in financial difficulties and great loss to the company. In December, 1886, the work was interrupted and the refinery closed.*

Among the numerous and important industries in the township, none are more extensive and celebrated than the works of the Starr Manufacturing Company, limited. They are situated on the line of the old Shubenacadie Canal, between the points at which Ochterloney and Portland Streets intersect the road leading by the shore of the first Dartmouth Lake to Preston and the eastern portions of Halifax county.

These works were commenced in 1864 by John Starr, Esq., then a prominent hardware merchant of Halifax; his object being to manufacture cut nails and other iron articles. He had already associated himself with John Forbes, Esq., a native of Birmingham, England. The latter came to this country when only a child. He afterwards went

* The Woolside Refinery worked for a few months about 1888. In 1891 it began once more, and has continued in operation ever since. In the beginning of August, 1893, the company transferred the refinery to the Acadia Sugar Refining Company which had just been formed.—*Ed.*

to the United States and perfected himself in the various branches of mechanics and manufactures. He especially gained reputation by the invention of a new skate, which has acquired a world-wide fame. Messrs. Starr and Forbes carried on their works together until 1868, when the development of the business requiring more capital, a joint stock company was formed with a capital of sixty thousand dollars. This capital was increased in 1871, to one hundred and twenty thousand dollars, and again in 1873 to two hundred thousand, at which amount the capital stock of the company now stands.

The number of persons employed in these works has varied from very few—about twelve or fifteen, at the beginning—to two or three hundred, according to the condition of trade. In 1887, about one hundred and fifty were employed. It is principally by the manufacture of Forbes's patent Acme Skates, that the establishment has become famous, although a large trade has been done in the making of cut nails, and also in the building of iron bridges and roofs, vault doors, and various other heavy iron work. This company made the first iron bridge manufactured in Nova Scotia,—namely, the one hundred and fifty feet iron lattice span carrying the railway across Nine-Mile River

at Elmsdale. All iron bridges previously erected in Nova Scotia, were imported from abroad. The magnificent vault doors of the Merchants' Bank of Halifax were built entirely by this company. The complicated and massive bolts and locking machinery of these doors are most complete and very ingeniously designed. A considerable portion of the filters, melting pans, containing vats, and tanks at the Nova Scotia Sugar Refinery, were also made by the Starr Company.

A visit to the building is most interesting to all who desire to understand the process of working iron and steel. There may be seen machines for cutting out and otherwise shaping the various parts of skates. In another portion of the building are the noisy nail machines, with their unceasing "chop, chop, chop," as they bite off the little elongated strips of steel or iron. Each of these strips becomes a finished nail and is dropped into a receptacle, before the watcher can realize what has been done. The busy feeders sit in front of the machines and steadily turn the pieces of plate over and back. This is done in order that the wider ends of the nails may be cut, alternately, from different sides of the piece of metal. These and many

other interesting mechanical processes are carried on at the works. One of the most important departments is that devoted to plating, where deposits of gold, silver and nickle are put upon metals of a more easily oxidizable character. The Forbes Acme Skates have been sold in almost all civilized portions of the world where such an article is in demand. They have carried their manufacturers' names into Russia, Germany, Sweden, Norway, France, England, and the United States; and even a few pairs have found their way into China and Siberia.

About a million dollars have been paid by the company in wages since the establishment of their works; and good and substantial houses have been built by the employees with their earnings. Between 1874 and 1878, the works suffered severely from the universal business depression of that period. The spirit manifested by the gentlemen forming the directorate, enabled the company to tide successfully over the difficulties that threatened them. An arrangement was made whereby the establishment was enabled to go on with the manufactures, and they have not only succeeded in clearing off their obligations, but have also been enabled to pay good dividends to the shareholders. The enterprise has certainly been a very

large factor in improving and developing the prosperity of the town.*

Another most important manufactory established in the township during the last twenty-five years, is the works of the Dartmouth Ropewalk Company. In 1868, after the confederation of the provinces, the firm of Stairs, Son, and Morrow, already large importers of cordage, determined to retain and increase their trade, by manufacturing rope in the province. Dartmouth was decided to be the most suitable place for such an undertaking, and a farm of sixteen acres with a good stream of water running through it was purchased in the northern end of the township. The necessary buildings and apparatus were at once erected. Early in 1869 the company began the manufacture of cordage. Since then, it has retained the trade of the province and has given employment to from one hundred to one hundred and fifty men, women and boys, both in summer and winter. The number of tons of cordage manufactured, has steadily increased, year by year, and the reputation of the company's goods is said to be equal to that of any manufactured in the Dominion. At the

* I have to thank John Forbes, Esq., the inventor of the Acme Skate, for the greater part of the above account, and for all the facts and figures given therein.—*Author's Note.*

time when the rope-walk was started, and for years afterward, the building and equipping of ships in Nova Scotia was a growing business, and the company looked forward to an important increase in the demand for ship-cordage. The last few years, unfortunately, have shown a great falling off in the demand, and this circumstance might have eventually crippled the resources of the company, had not a trade sprung up which greatly increased the manufacture of small rope. This material was required by the lobster factories of Nova Scotia and Prince Edward Island. A far more important branch has opened to the company, namely, the spinning and preparing quantities of twine to be used in binding the grain crop of the Dominion. This trade they share with other manufacturers in Quebec, Montreal, and St. John, N. B. The company's experience is, that its most satisfactory business is in such manufactures as were not even thought of at the inception of the works.

It is apparent, of what great benefit this establishment has been to Dartmouth, in the employment of so many persons, in the erection of houses required for the workmen, and in the general stir caused by the constant export of its manufactures. It is satisfactory to learn that

the company has before it a hopeful future based upon the wide and increasing markets of the Dominion.*

Dartmouth has another industry which is very important in its results to the comfort of the community on both sides of the harbour. This is the cutting and storage of ice.

We are now so accustomed to the daily supply of this article, which has become necessary for refreshment as well as for the preservation of food in the summer months, that it seems almost difficult to understand how our ancestors did without it. About the year 1836, an ice-house was built near the Canal Bridge on Portland Street, by Mr. William Foster, one of the oldest residents of Dartmouth, who was well and widely known until his death in 1881 at the ripe age of ninety-two years. This house was upon a very small scale, and the ice was supplied in extremely limited quantities. At that time it was one of the greatest summer luxuries. It was conveyed in a wheelbarrow to Mr. Foster's shop in Bedford Row, Halifax, and there sold at a penny a pound.

* I am indebted to the Hon. W. J. Stairs for the foregoing account of the rope-walk company. He was one of the founders, and is the active senior partner of the establishment.—*Author's Note.*

In 1840, on some very hot days, a cart carried ice through the streets. In 1843, Adam Laidlaw, the old and well-known driver of the stage-coach between Windsor and Halifax, commenced the cutting and storing of ice on a much larger scale, and from that time made the industry his only business. As the supply increased, the demand grew more and more. His son, Peter Laidlaw, followed in the same line, and continued the trade until 1870. At that time, still larger quantities began to be called for. The lakes from which the ice crop was raised, being the property of Lewis P. Fairbanks, Esq., intending speculators were obliged to purchase from him the right to cut. Albert Hutchinson, Edward Bowes, William and John Glendenning, and Chittick and Sons, have each carried on the business with increasing energy and success. The amount sold annually since 1880, exceeds twenty thousand tons. A large number of men receive good wages for cutting and storing the ice. It is brought to Halifax in large blocks, piled in heavy waggons, and the drivers leave daily supplies with their customers from May until December.

The extensive employment of steamers for all ocean traffic, has decreased the demand for sailing vessels. The shipyards of Dartmouth do not,

therefore, present the busy appearance of twenty years ago. However, what one branch of the business has lost, another has gained. The Chebucto Marine Railway Company, limited, has for the last twenty-seven years been in full operation, with increasing facilities for repairing sailing ships and steamers. The company owns four large slips in Dartmouth. They were built by Mr. H. Crandall, civil engineer. The largest slip is capable of accommodating a vessel of three thousand tons, and the three smaller ones will bear West Indianmen and fishing vessels. These slips are rarely empty. Ships coming into harbour, constantly require repair, and the owners and masters alike recognize the importance of this valuable marine workshop.

The company was started in 1860, by Albert Pilsbury, Esq., then American consul at Halifax. He was a resident of Dartmouth for some time, living at "Woodside," and is still warmly remembered as a genial and accomplished man. The officers of the association consisted of Hon. Robert Boak, president, Mr. Pilsbury and Peter Ross, Esq., directors, and John T. Wylde, Esq., secretary. These gentlemen together launched the enterprise which has continued and flourished until the present day.

A superintendent and engineer with two or three men are constantly employed at the works. Repairs to vessels, and painting, are done by mechanics on their own account. The company's capital is one hundred thousand dollars. Twice that sum was spent in acquiring the property and in constructing the works.*

Mr. Mott's chocolate, spice, and soap works have already been mentioned on page 97. Other industries have incidentally been spoken of in the various chapters.

The latest public work in Dartmouth, and one which will eventually be the greatest factor in its trade and commerce, is the completion of the branch railway. This line was commenced and finished in 1885. It measures six miles from Richmond to the Woodside Sugar Refinery. A bridge across the Narrows connects the Dartmouth and Halifax sides, and the rails then follow the contour of the shore until Woodside is reached. The bridge measures six hundred and fifty feet in length, and is built in water from sixty to seventy-five feet in depth. Mr. M. J. Hogan, of Quebec, was the contractor and builder of the wood-work; the Starr Manufacturing Company, of

* The Chebucto Marine Railway Company is now amalgamated with the Halifax Graving Dock Company.—*Ed.*

the iron superstructure of the draw-bridge; and Mr. Duncan Waddell of Dartmouth, of the stone pier on which the iron draw swings. The pier is a solid piece of work erected in water forty feet deep.* On 6th January, 1886, the branch was opened for business. A train leaves every morning for Richmond, and connects with the Intercolonial Railway. Another returns in the evening to the station in Dartmouth, with passengers or freight. There is no connection with the Windsor and Annapolis Railway at present.

In 1887 Dartmouth had two newspapers, most loyal to the interests of the town. They compared well with the weekly journals of Halifax.†

* This bridge, with the exception of the "draw" and one or two other portions, was swept away during a terrible wind and rain storm on the night of 7th September, 1891. It had been erected upon crib-work piers, filled with stones, to which were bolted the piles and other superstructure. This plan had been adopted, because the engineers, it is said, had reported that the bottom could not be penetrated by the piles. After the destruction of the work, the contract of rebuilding it was given to Connor of Moncton. Engineers again made an examination of the bottom, and this time they reported it to be partially soft. The crib-work plan was abandoned, and piles were driven directly into the soil. This second structure was completed about January, 1892. It must, however, have been extremely unstable, for about two o'clock on Sunday morning, 23rd July, 1893, with hardly a breath of air moving, the greater part of the bridge from the draw to the Halifax shore, was carried away. A train had crossed about six hours before. After this second destruction, a strong effort was made to have the railway brought directly to Dartmouth without crossing the harbour.—*Ed.*

† In 1893 the only newspaper was the *Atlantic Weekly*.—*Ed.*

CHAPTER VIII.

TALES.

[T is to be regretted that there are but few private sources of information from which to gather the traditions and legends which belong to Dartmouth. The oldest inhabitants have all passed away, and the contemporary generation is more alive to the living interests of the present, than to the fading memories of the past. Preston has several stories belonging to the "days that are no more." These will be given in the history of that township.

Of all the simple, pathetic legends of the two townships, that which recounts the sad death of poor Mary Russell is one of the most deeply interesting. Its recital has moved many a sympathetic heart with those aching thoughts and memories, which such tales of a past time call forth.

Nathaniel Russell was among the American loyalists who came to Nova Scotia after the American Revolution. He obtained a piece of land,

built a house, and settled in Dartmouth near the Cole Harbour Road in the close neighbourhood of Russell's Lake. He was the father of Nathaniel Russell, whose son, Benjamin Russell, Esq., is professor of contracts and commercial law in the faculty of law connected with Dalhousie College, Halifax. The elder Nathaniel had two daughters. The fate of the eldest, Mary, was tragic and touching. She was engaged to a young Englishman named Thomas Bembridge—a morose, jealous and somewhat intemperate man. His love for the girl was very passionate, and he could not bear to see her walking with or even talking to any other man. Her father disapproved very much of these attentions to his daughter, and it was a long time before he would give his consent to their marriage. The importunity of both, however, at last won the day, but none of Mary's family were ever pleased with the young man who had gained the heart of the gentle girl. It was not very long, before there were awakened in her mind doubts as to the wisdom of her choice. His temper was violent, and his conduct toward her tyrannical and unkind. Quarrels were the result of every meeting. At last she told him, that he was making her life so unhappy by his jealousy and ill temper, that

everything between them must thenceforth be at an end. This rejection of his love only made him more passionate and vindictive. He dogged her when going out and coming in, until her fear of him was so great, she hardly ever left her father's house unless under the protection of some friend. Often when intoxicated he forced himself into her presence, and his protestations were so vehement and his threats so violent that fear of him became the ruling passion of the poor girl's life.

One night there was a grand illumination in Halifax to celebrate a brilliant victory of arms over the French army.* The Russell girls with the rest of their neighbours walked down to the ferry to watch the scene and enjoy the play of light on the harbour. They remained until rather

*I think Mrs. Lawson made a mistake regarding the illumination, as there is no mention of it in any newspaper I have seen. On the evening of 21st November, however, there was an illumination of Halifax to celebrate Nelson's victory in Aboukir Bay. It may have been that Miss Russell left her home to witness the effects of a violent gale which had occurred on September 25th. Mr. York, who is eighty-five years of age, says that his father met Bembridge when the latter was going to Mr. Russell's. Bembridge's house is said to have been on the south side of the Cole Harbour Road, and about a mile eastward of the Russell's place. The road near there is known as Break-Heart Hill. The young man who walked home with Miss Russell was William Bell, who I have been told was then a ferryman at the Lower or Creighton's Ferry.—*Ed.*

late in the evening. On their return, Mary was joined by a young man who walked home with her. When talking over the events of the evening with her mother, after her escort had said good night, she expressed her pleasure that Bembridge had not molested her as was usual. He had gone to Halifax and was detained there by some business which caused him to miss the party he was looking for so eagerly. He heard from someone that they had gone home, coupled with the unfortunate remark that he had better look after Mary as she had walked home with another young fellow. His cruel jealousy was immediately aroused, and he at once determined on revenge. On his way to the Russells' house,* he called upon a neighbour and asked him to lend a knife which he said was wanted by one of the farmers to

*The Russells' house was on a by-road leading southward from the Cole Harbour Road. This by-road is a little over a quarter of a mile eastward of the junction of the Cole Harbour with the Old Preston Road, and therefore a little more than two miles from Dartmouth. The house was three hundred and thirty yards from the highway. B. Russell, Esq., says that the double-house which is now at that place is not the one in which the tragedy occurred, but that it is on the same site. This double-house, he informs me, was built later by his father, the second Nathaniel Russell. Miss Russell was familiarly known as Polly Russell; and a large apple tree, which doubtless still stands near the present house, was known as Polly's tree. She is described as a very excellent girl. Her sister's name was Rebecca. — *Ed.*

slaughter an animal in the morning. Secreting the knife under his coat, he lost no time in making his way to the Russells'. Mary had gone upstairs; the others were sitting round the fire as Bembridge came into the kitchen. "Where is Mary?" he asked, "I must see her." Mr. Russell refused to call her, but Bembridge was so urgent, saying that he would only detain her a moment while he told her some news of great importance, that her father asked her to come and hear what he had to say while they were all present. The poor girl was much agitated and very unwilling to see him, but persuaded by her father she came down. Bembridge begged her to go outside and speak with him alone. He was unable, however, to induce her to do so, and she told him he could say all he wished before her father and mother. Finding that entreaties would not move her, he came forward and said, "Let me whisper to you; you only must hear it." With these words he advanced, put his arm round her, and in an instant had plunged the knife into her heart. With a groan she fell to the floor, dead in a moment. He drew the knife from her breast and was about to use it on himself, when her father secured him before the

wounds he had inflicted on his own person were fatal. He made no effort to escape, but said with intense satisfaction, "No one can have her now, I have put a stop to all that!"*

He was taken to Halifax and imprisoned. Shortly afterwards he was tried and condemned to death, and on 18th October he was hanged. He never showed any penitence for the cruel deed, but died as he had lived, a hardened, unprincipled man, the victim of his own selfish, ungovernable temper.

Mary Russell was buried in Woodlawn Cemetery. There is no stone to mark where she sleeps, but her tragic death by the hand of her lover has always been a touching chapter in the annals of Dartmouth.†

In 1793, St. Pierre was taken by the British, and a number of the inhabitants were brought

*The following contemporary account of the tragedy may be interesting :

"On Thursday evening, [27th September, 1798.] one Benbridge, a young man residing at Dartmouth, who had for some time past, discovered an attachment to Miss Russell, daughter of Mr. Russell of that place, went to Mr. R's house about nine o'clock, entered the room where the family was sitting, and expressed a wish to speak to Miss R. This Mrs. Russell refused, and expressed her displeasure at his attention to her daughter. This the villain probably expected, for, having provided himself with a long butcher's knife, he took an opportunity immediately after, and hurled it with the most savage violence in the bosom of the unfortunate girl, who almost immediately expired. The wretch then stabbed [*sic*] himself in two places, but we believe not mortally; assistance was called, he was immediately taken into custody, and will doubtless suffer the proper vengeance of the law for his diabolical atrocity."—(*The Royal Gazette*, Tuesday, 2nd October, 1798).—*Ed.*

†This tale forms No. 1. of the "Tales of a Village." (*The Provincial*, vol. I., pp. 24-29.)—*Ed.*

to Halifax. Among them was the governor of the island, Monsieur Danseville.* This gentleman was a loyal and devoted adherent of the royal house of Bourbon, and he therefore refused to return to his native land while it remained under the usurpation of Napoleon. Governor Wentworth transmitted a memorial from him to the Duke of Portland on 10th October, 1794, requesting certain rights and privileges during his residence in Nova Scotia. Wentworth remarks, "Monsieur Danseville behaves himself discreetly and professes to be a royalist." This gentleman afterwards went to the Old Preston Road and resided with a lady round whose memory there still lingers much of mystery and romance.

Many years previous to the arrival of the governor of St. Pierre, certainly as early as 1780, Lieutenant Floyer,† said to be a gentleman in His

* St. Pierre was captured in the spring of 1793. On the 20th June, 1793, the frigate *Alligator* arrived at Halifax with five transports bearing 500 to 600 prisoners from St. Pierre. Monsieur Danseville, the governor, came in the *Alligator*. He was at liberty to walk about the town. In 1802, he received a pension of £166 12s. 4d. stg. per annum, from the British government.—*Ed.*

† His full name was William Floyer. He was a lieutenant in the first battalion of His Majesty's Sixtieth or Royal American Regiment of Foot, his commission being dated 17th March, 1779 (*Vide Army List*). The Lieutenant purchased from Samuel King 31½ acres of land on the southern side of the Old Preston Road, and 27 acres on the opposite side of the highway. This was by deed

Majesty's service but not in any regiment stationed in Nova Scotia, arrived at Halifax from England with a lady whom he introduced to the very few who saw her as his sister, Miss Floyer. He purchased a property near Allen's tanyard on the Old Preston Road. There he built a pretty, comfortable cottage, and lived for some time with the lady who was always known as his sister. She is described by those who remember her, as a refined, intellectual woman, with a sweet, sad face, gentle and winning address, very reticent

dated 14th August, 1786 (Lib. 27, fol. 55, Registrar of Deeds Office); and the price was £250. On the 20th of the same month, he sold the whole of these two lots of land, for £250, to Margaret Floyer of Dartmouth, "*widow*" (Lib. 30, fol. 393). On 2nd January, 1789, the whole of this land was mortgaged by Lieut. Floyer and Margaret Floyer, "*single woman*," to S. S. Blowers for £100 (Lib. 27, fol. 114). On 30th April, 1795, (Lib. 31, fol. 261), the plot on the northern side of the road with the exception of one acre at the corner where the cross-road is now situated, was sold to J. Stayner, Alexander and Ebenezer Allen for £150; but strange to say we afterwards find Margaret Floyer, "*widow*," mortgaging the whole of the 58½ acres to Thomas N. Jeffery, on 12th June, 1807, for £100 (Lib. 37, fol. 441). Lieut. Floyer's name last appears on the deed of 30th April, 1795. He must have left the province soon after that time—at any rate before 1801. The remainder of the deeds registered under the name Floyer are: Margaret Floyer to Theophilus Chamberlain, conveys Lot 12, Letter F, 3 acres, in Preston, dated 10th March, 1801 (Lib. 34, fol. 421); T. Chamberlain to M. Floyer, 50 acres in Preston, 10th June, 1801 (Lib. 35, fol. 39); T. Chamberlain to M. Floyer, 20 acres in Preston, 6th May, 1803 (Lib. 36, fol. 215); M. Floyer to Thomas Donaldson, 50 acres in Preston, 15th February, 1812 (Lib. 40, fol. 134).—*Ed.*

and quiet, but exceedingly courteous to all who knew her.* While Lieut. Floyer remained with her, they were constantly together, not seeking the acquaintance of anyone, and most uncommunicative to the few who had access to them. The tradition is vague as to the length of time he stayed in the township, but probably it was not longer than a year or two.† When his departure was announced, it was said that he was going to join his regiment which had arrived at Jamaica. To the surprise of everyone, Miss Floyer did not accompany him. No reason was given for her remaining in Dartmouth; and if any questioned, no information was bestowed. Good servants were engaged to do the indoor and outdoor work of the cottage and garden, and Lieut. Floyer, as was generally believed, went to the West Indies. Curiosity and gossip were busy with the names of the mysterious pair. The

* The story of this sweet, mysterious lady, forms No. 2 of Mrs. Lawson's "Tales of Our Village." It will be found in *The Provincial*, volume I, pages 109-113, 141-145. The reader must bear in mind, that in *The Provincial* the writer filled in the details of the story when her information was defective. In the present essays, however, facts only are given, and the tales are told with historical accuracy.—*Ed.*

† He was here in 1795. See note on page 132.—*Ed.*

lady lived on in extreme seclusion, looking more frail and sad than on her first arrival, but no word of complaint or loneliness was heard from her. She was very fond of quiet walks through the woods, as well as of books and flowers. Often was she met in the green lanes and shaded woodlands about the village, with a book in her hand, frequently stooping to gather the sweet wild-flowers. All who saw her were attracted by her sad, patient eyes, and face so full of memories. Her little garden was her only recreation, and it well repaid her care by its borders of bloom. A few visited her. She always made them welcome, but rarely returned the calls unless she could bestow a kindness or be useful in illness. She was very fond of children and exceedingly kind to them. The little ones often went to see her, and she took great pleasure in their visits and always had for them a store of sweetmeats and toys. There are some still living who dimly remember the kind lady who always had some new pleasure in reserve for her little visitors.

When Monsieur Danseville decided to take up his quarters in Dartmouth, he was attracted to the little cottage by its refined appearance and garden of flowers. He called to enquire if he could be accommodated with lodgings. To the surprise

of the neighbourhood, his request met with an affirmative answer. Miss Floyer willingly accepted him as an inmate of her home. He was a charming companion—polished and polite as French gentlemen generally are, a man who had travelled and seen much of society and was acquainted with all the accomplishments of refined life, fond of books and fonder of flowers. Under his tasteful care, the cottage and garden became most charming. He had a wife and family in his own dear France. With his neighbours he was very genial and companionable, talked freely of his people and his home, and of all the change of fortune and position consequent upon the chances of war. A few still remember the courtly old gentleman with silver hair and charming manners, who made himself happy under adverse circumstances, and like a true philosopher, took without stint all the pleasure which even exile offered to his easy, simple nature. He and Miss Floyer always appeared to be on terms of the most pleasant friendship, but none knew whether he had ever gained her confidence or learned the mystery of her story. Miss Floyer was always in easy circumstances. Remittances arrived punctually from England. Her wants were few, but she

lived in comfort, almost in affluence, and the cottage was a pleasant, pretty home.*

Governor Danseville fearing that it might be years before he could return to France, and also to fill his leisure time, induced Miss Floyer to consent to the building of a larger house on another part of her property. The result was a long, low, stone cottage with a flat roof, set in a sheltered situation and surrounded by forest trees. He spent a great deal of time and money in the ornamentation of the grounds. Walks were cut through the woods, a fish-pond was made near the house, and the immediate grounds filled with flowers. Before the cottage was quite finished, the one in which they had been living was destroyed by fire during their temporary absence from home. This fire occurred in the summer. They took possession of the new house before it was finished and personally supervised its completion. Soon it became even more bright and comfortable than their old home. The Governor's good taste made the surroundings

* Among the accounts of the sale, about 1801, of the cattle belonging to the Maroon property, I find that "Mt. Floyer" purchased a chestnut horse called *Floyer*, for £10. Here we see the kindly lady obtaining the animal which was probably named after her or the Lieutenant. (*Vide* MS. Records, vol. 419, paper No. 127).—*Ed.*

very charming. The low verandah was covered with roses and creepers, the lawn in front was green and smooth, and the grass-plot filled with flowers. In those early days, when cultivation of the roughest kind was all that could be accomplished in the vicinity of Dartmouth, "Brook-House", as the Governor's residence was called, had the admiration of all who passed by.*

There the two exiles lived in quiet companionship until 1814, when the glad news was brought to Halifax that the great Napoleon was a prisoner on the Island of Elba and that the Bourbons had once more come to their country and throne.† Governor Danseville was overjoyed at the restoration of the royal family. His enthusiasm and excitement were unbounded. He at once dressed himself in his long-unused uniform, put on his

* Brook House still stands. It is on the Old Preston Road nearly three miles from the town of Dartmouth. The house is somewhat changed from its original design, having been heightened and otherwise altered by T. R. Grassie. Mr. Thomas Allen, who years ago resided close to Brook House, thinks that the verandah was added at the same time. Margaret Floyer's first cottage which was destroyed by fire, was situated on the northern side of the road immediately opposite Brook House. The site of the cottage is at the north-eastern angle of Cross's present house at the corner of the roads.—*Ed.*

† On Saturday, 21st May, 1814, a packet called the *Express* arrived at Halifax, bringing news of the abdication of Napoleon and the restoration of the Bourbons.—*Ed.*

hat with its white cockade, and walked up and down the road during the whole afternoon of one day, shouting "Vive la France!" He made preparations for his immediate departure, and in the first ship bound for the old world he took his passage from the land he had so long trodden. He parted from the gentle lady who had shared his exile, with every demonstration of friendship and regret, and he went back a free and happy man to the home and friends from whom he had been so long separated.

Miss Floyer's lonely life was now more lonely still. She seldom left her house. The neighbours rarely saw her, and when they did, it was to discover that her health was failing under the continual strain of solitude and memory.* Not long after the departure of Governor Danseville, she became ill with erysipelas in the face and head. She was so quiet and uncommunicative that even her servants were not aware of her

* In *The Provincial* (vol. I, p. 144) Mrs. Lawson says, that the last time Miss Floyer was ever seen on the road, was when she was returning from a visit to Halifax where she had gone to receive her quarterly allowance; "she had a volume of Zimmermann on Solitude, in her hand, which she remarked in passing, to a neighbour, had much interest for her, as she experienced all the advantages and disadvantages of the state which the German poet so eloquently describes. Poor solitary lady, her term of exile was nearly over!"—*Ed.*

serious illness until it was too late for help to avail. Going into her room one morning, they found her unconscious. Medical aid was procured, kind nursing and womanly sympathy gave their best, but in a few days, without any return of consciousness, she passed into the great unknown country. She died as she had lived, baffling curiosity, and her story remains a mystery until this day.*

It was generally believed that the gentleman who accompanied her from England was her lover, not her brother; but why he never returned to her or what was his fate was never known. Others believed that she had brought disgrace upon herself and her family in England, that Lieut. Floyer was really her brother and that he had conveyed her to Nova Scotia to expiate her sin or her shame in this solitary exile.†

* Miss Floyer died on Friday, 9th December, 1814, aged sixty years according to the inscription on her gravestone, but sixty-four years old according to the three death notices in Halifax papers, in which she was called Mrs. Margaret Floyer. She therefore must have been born in 1755 or 1750, and was about twenty-five or thirty years old when she came to Halifax. There is no will recorded under her name in the probate office, Halifax.—*Ed.*

† In the complete series of nine deeds which I have searched and mentioned in the footnote on page 132, being all which are registered under the name of Floyer, Margaret is twice called a "widow," and once a "single woman." In the remainder she is merely termed a "gentlewoman."—*Ed.*

Her death was announced to her family, through the agent by whom her money had been remitted, by Sir John Wentworth who was then living privately in Halifax. John Gould Floyer, representing himself as the son and heir-at-law of Anthony Floyer of Retsby or Ketsby, Lincoln, who was the eldest brother of Margaret Floyer, spinster, late of Preston, gave Sir John Wentworth a power of attorney to administer in his aunt's estate.* Mr. Robie was Sir John's solicitor. Mr. John Waite, mayor of Boston, Lincoln, England, brother-in-law of Miss Floyer, represented the claimant in England. Much correspondence passed between the parties. The heir-at-law urged the sale of the property, and after payment of all just debts, to have the balance of the proceeds remitted to him. This reasonable request does not appear to have been granted. Correspondence with regard to the

*The Floyers were a very old English family, whose lineage will be found in Burke's *Landed Gentry of Great Britain*, (6th edition, 1879, vol. I, pp. 575-576). If Margaret Floyer was a sister of Lieut. Floyer, she must have been a daughter of William Floyer, of Retsby(?), County Lincoln, and of Athelhampton, Dorset, who married in 1752, Frances, daughter and co-heir of Edward Ayseoghe, of Louth, County Lincoln, and who died in 1759. According to a letter of John Waite to J. B. Robie, (March, 1817,) now before me, it is claimed that Margaret's brother and sisters then living, were Ann Floyer and Richard Floyer of Claxby, and Jane, wife of John Waite. Another brother, Edward, had been dead for some time — *Ed.*

business was extended between 1815 and 1819. The property was sold to Lawrence Hartshorne, Esq., who purchased it for the use of his brother-in-law, Rev. Charles Inglis, then rector of Dartmouth. Mr. Inglis lived there for many years, and in addition to his other duties, lodged and taught a number of boys. Of all those who spent their boyish years in the old French Governor's house, laying in a store of knowledge to make them good citizens and useful men, only T. B. Akins, D. C. L., G. A. S. Crichton, and Henry Lawson are now living.*

Miss Floyer was buried in Woodlawn Cemetery, close to the quiet home where so much of her lonely life had been spent. The gentle lady's spirit was said to wander round the house and grounds during the ghostly midnight hours, always wearing the sweet, patient look which characterized her in life.

By the desire of her English friends, a large stone slab was placed over her grave, where it remains until the present time, weather-worn and moss-grown. The deep lettering is filled with the rust of time, but her name and the date of

*These three have died since the essay was written — *Ed.*

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her death are still legible.* The lines below, were written when standing by her grave some years ago:—

MARGARET FLOYER.

Lone grave girt round by dusky trees
Whose branches, rustling in the breeze,
Keep well the secret tale of her
Who sleeps in this rude sepulchre.

What was her story? why the doom
Of banishment, neglect and gloom?
None ever knew, and we to-day
Perplexed and curious turn away.

Lying around her many a form,
Whose graves are lapped in sunshine warm;
Simple and weary souls who rest
Forgotten on earth's quiet breast.

We see their graves, we pass them by,
They hold for us no mystery;
But to this stranger's tomb to turn,
Still curious what it hides to learn.

* Her grave is a little south of the centre of the cemetery, which is just to the north-west of "Brook House." A horizontal slab, measuring about $3\frac{1}{2}$ ft. by $7\frac{1}{2}$ ft. by 5 inches, and apparently of freestone, marks the spot where she lies, headed forever of the fever of this life. In the summer, the Marguerites peep over the stone, and read their name and hers in the deep lettering: "Sacred | to the Memory of | Margaret [sic] Floyer | A Native of England. | Died the 8th Decr. 1815 | Aged 60 years." As will be seen by a note on page 139, the year and day of her death are not correct in this inscription; she died 9th December, 1814, and was buried at one o'clock, Sunday, 11th December.—*Ed.*

Years have gone by, full many a score,
Since exiled to this lonely shore,
She came in woman's tender grace
With stately step and sweet, fair face.

Of courteous speech and gentle mien,
Cultured in schoolcraft lore and keen,
Subdued and silent, seeking none,—
She came, she lived, she died, alone !

From youth, through womanhood, to age,
Her story fills a turned-down page ;
While none have seen, and none shall see
Her secret of a century.

What had she done ? why did she come ?
We question, and the years are dumb.
Whate'er the shame, whate'er the sin,
Her punishment should pardon win.

Here in the shadow of this wood,
She knew life's loneliest solitude ;
Here where the tasseled pine trees wave,
Time has been tender to her grave.

The cold gray stone, in letters deep,
Her name and birthplace plainly keep ;
The moss-grown brick and morticed wall,
Hold faithful watch and ward through all.

Leave her in peace, — nor sung, nor said,
Be word of doubt to vex the dead ;
The Judge with whom the verdict lies,
Has balanced sin by sacrifice.

August, 1879.

After Mr. Inglis left Brook House, the place became almost a ruin. The garden was overgrown with weeds, the summer-houses crumbled into decay. The cottage, unoccupied and forsaken, was shaken by the storms, until with windows broken and front propped with great posts, it bore little resemblance to the pretty villa once ornamented by the old French Governor. Many years afterwards it was purchased by Thomas R. Grassie, Esq. He put it in order, and used it as a summer residence until his removal to England. It was then sold to the late Hon. Michael Tobin, who with his family occupied it for some years. It is now in the possession of his son. The shadows of romance still surround the old place, and it will always be associated with the memory of Governor Danseville and the mysterious Margaret Floyer.

During the residence of the French Governor in Dartmouth, his secretary, Mr. Mizanseau, or Mozanzien, was always in attendance upon him. This gentleman did not return to France with Danseville. He married a daughter of one of the neighbouring farmers and afterwards settled on a farm at the Eastern Passage.

Another tale comes to us from the same part of the township in which Miss Russell's tragic

death had occurred—the scene being Russell's Lake near the Cole Harbour Road.

A Mr. Jones, an emigrant from Scotland, had built a house near this lake, where he had a small farm and also followed his trade as a carpenter.* He had a family of young children—hardy, rosy-faced little ones who were growing up to share their parents' toil, full of life and health, as country children generally are.

One bright Sunday afternoon in March, the three eldest, a girl and two boys, stole out of the house without their parents' knowledge, and ran down to the lake—their usual resort on week days—for a slide. The little girl remained on the shore while the boys went out upon the ice, running or sliding as pleased them best. The ice was loosening under the touches of spring, and one little fellow, while crossing the current, fell in and went beneath the water. His brother seeing him disappear, ran to his assistance, and at once sank in the same place. The little girl watching from the shore, cried for help, and not waiting to be heard, hurried to the fatal spot

*Mr. York tells me that Jones's house was to the eastward of Russell's place, on the Cole Harbour Road. There was also a house belonging to a Jones in the fork of the Cole Harbor and Old Preston Roads, as will be seen on a map, water marked 1795, in the Crown Lands Office.—*Ed.*

where her brothers were perishing. The break in the ice had widened. The margin of the separated parts was thin, and gave way under the child's weight. Her parents and some neighbours had heard her call for assistance, but before they could reach the lake, she had fallen in. The three children were all below the cold, dark water, struggling with death. It was impossible to save them. All that could be done after many efforts, was to raise the three lifeless bodies from the lake and bring them to their desolated home.

Nearly three-quarters of a century has passed, since in that quiet cottage, Mrs. Jones, like Rachel, stood "weeping for her children and would not be comforted because they were not." Time touches all things with tender hand. The hearts which were breaking on that Sunday afternoon, have long been at rest, but the story of the three little ones who perished together in Russell's Lake has often been told, and children have listened with wet eyes to the sorrowful tale. The three are buried side by side in the burying-ground of Woodlawn.*

The townspeople have always been much interested in the mysterious disappearance of Dr.

* There is no inscription to distinguish their graves. This sad story forms No. 7 of Mrs. Lawson's "Tales of Our Village" (*The Provincial*, vol. II, Halifax, 1853, pp. 128-133).—*Ed.*

Macdonald, which occurred in 1846.* He was a Scotchman, unmarried, kindly in his feelings and quiet in his habits, a good magistrate, and a useful citizen. Everyone liked and respected him. He lived in his own house, and was waited upon by a man and his wife who were with him up to the day of his singular disappearance. On Sunday afternoon he was last seen by his friends in Dartmouth. He was then in his usual health and spirits. His man servant asserted that on Monday, St. Andrew's Day, 30th November, 1846, Dr. Macdonald left home about nine o'clock in the morning, his usual hour for going out. He was dressed in his ordinary clothing, and no change was noticed in his manner or appearance. It was supposed that he went, as was his daily custom, in the ferry-boat to Halifax. From that time he was never seen or heard of again. Not having any family, his absence did not cause the anxiety that would have been felt under other circumstances, and no proper investigation was made at the time as to the cause of his disappearance. When suspicion and enquiry were

*A public meeting held in March, 1851, investigated the affair. The testimony of the Doctor's servant will be found in DesBrisay's "Sketches of Dartmouth." (*The Provincial*, vol. I, p. 424.)—*Ed.*

at last aroused, it was too late for discovery. What was everyone's business, was found to be the business of no one individually, and though there was much conversation on the subject, no definite steps were taken to elucidate the mystery surrounding the occurrence. It was believed that Dr. Macdonald had a large sum of money in his possession at the time of his disappearance. His fate has often been the subject of wonder and speculation, and not a few believe that the kind hearted old Doctor came to his end by foul play, and that the mystery of the affair will yet be brought to light.

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HISTORY

OF

TOWNSHIP OF PRESTON.

HISTORY OF TOWNSHIP OF PRESTON.

CHAPTER I.

FROM THE FIRST GRANT IN 1784 UNTIL THE ARRIVAL
OF THE MAROONS IN 1796.

THE township of Preston was surveyed and laid out in lots in the year 1784 by Theophilus Chamberlain, Esq., deputy surveyor of the province, under the instructions of Charles Morris, Esq., chief surveyor of lands in Nova Scotia. These lots were granted on 15th October, 1784, to the said Theophilus Chamberlain, and one hundred and sixty-three others, principally Loyalists, who at the time of the American revolution against English rule, left home and country, so as to maintain inviolate their allegiance to the British Empire.*

The township was bounded as follows: beginning at the north-western angle of the township of Lawrencetown, thence to run north ten degrees west, eighty-two chains of four rods each; thence west, one hundred chains; thence north fifty-five

* See Grant Book 14, page 116, Crown Lands Office.—*Ed.*

degrees east, one hundred and ninety-two chains; thence north thirty-five degrees west, three hundred and sixty-nine chains; thence north eighty degrees east, twelve hundred and seventy-eight chains, or until a line produced south by the magnet comes to the centre of an island in the first lake up the Chezzetcook River; thence to run that course, three hundred and ninety-five chains to the said island; thence to begin again at the bound first mentioned and to run north eighty-eight degrees east, on the back line of Lawrence town, one thousand and seven chains to Chezzetcook Harbour; thence to be bounded by the said Harbour running to the mouth of the river aforesaid and up the several courses thereof to the aforesaid lake; and from thence to the island beforementioned.

This tract contained fifty-six thousand seven hundred and seventy-two acres, of which thirty-two thousand were granted to Chamberlain and the other applicants. The remaining part was reserved.

The names of the original grantees and proprietors are given below:

Theophilus Chamberlain,	Balthazer Creamer,
Samuel Greenwood & Co.,	William Jordan,
Michael Houzeal, (a)	George Brown,
Titus Smith,	Joseph Russell,

Christian Carter, (a)	Samuel Cox, (a)
John H. Fleiger,	Alexander Dunbar, (a)
George Westphall,	Robert Leslie, (a)
Robert O'Brien,	Ralph Harrison,
Francis J. Mullock,	Isaac Kettle, (a)
Tobias Miller,	Job Bower (or Bowen), (a)
Hugh Kelly,	Thomas Johnson,
Silas Allan, (a)	Thomas Dell,
Peter Davis,	John Dickson, (a)
Benajah Hoyt,	John Hill,
Edward Crawford, (a)	John Bell,
Isaac Hoyt, (a)	John Crawford,
Ebenezer Allan,	John Adams, (a)
John Kelly,	Daniel Murphy,
Ebenezer Leadbetter,	Matthew Howell, (a)
John Lindsay, (a)	Angus McDonald,
Thomas Croffs, (a)	William Stewart, (a)
John Greenwood, (a)	Jacob Langley, (a)
Samuel King,	William Gordon, (a)
Adam Dechazeau,	Paul Lewis, (a)
George Smith,	Jesse Larnard,
Elizabeth Handasyde,	John Frederick,
Charles Handasyde,	William Greahill, (a)
Jeremiah Bamstead,	George Shultz,
Robert Jackson,	John Shrum,
Philip Adams,	Michael Soales (or Seales),
Anthony Huffman, (a)	Thomas Ross, (a)
William Rogers,	Ebenezer Crittingden, (a)
Hugh Foley,	Zachariah Parker, (a)
William McDonald,	Ebenezer Shelton,
Joseph Griffith,	Stephen Belding, (a)
Patrick Henrachen,	William Berry,
Henry Weishuhn, (a)	Patrick Conner,
John Wakenfield, (a)	John Maloney, (a)
Frederick Rottecken,	William Reeves,
Joseph Giles,	George Bissett, (a)
John Thompson,	Benjamin Wells,

John Bellefontaine, (a)	Robert Gilfillan, (a)
Mark Jones,	Archibald Lang, (a)
John Todd,	Thomas Trope, (a)
James Hamilton,	Daniel Dervin, (a)
John Boyce,	Lawrence Crawford,
Zebulon Schofield,	John Crawford,
George Morrison, (a)	John Gass, (a)
Peter Fredson, (a)	Peter Beech, (a)
Thomas Hunt, (a)	Mary Mullock,
Robert Grimes,	Eleanor Mullock,
Nicholas Tibou,	William Jennings,
Daniel Crawford, (a)	Matthew Creed, (a)
James Nugent,	John Jackson,
John McFall, (a)	Archibald Crawford,
Charles Collins, (a)	Finley McGilvery,
Jesse Gabriel,	William Tybou,
Michael Igler, (a)	John Smith, (a)
William Chapman,	John Knight, (a)
John Ferser, (a)	Kenny Morris, (a)
Henry Inners,	James Negro, (a)
Abner Wood, (a)	Edward Harvey, (a)
John Walsh, (a)	Samuel Vaughan, (a)
Benjamin Lucas, (a)	William White,
David Caldier, (a)	Abraham Todvin,
Walter Caldier, (a) ,	John Frederick,
William Townsend, (a)	Emanuel Müller,
William Hilly, (a)	David Miller,
Alexander Taylor,	Francis Findley, (a)
Peter Fynucane,	John Miller, (a)
William Bryner, (a)	Maria Fisher.
George Robinson, (a)	John Malone, (a)
William Fredson, (a)	Thomas Wester, (a)
Charles Stuart, (a)	John Anderson,
Charles Fredson, (a)	James Henry, (a)
Charles Brompton, (a)	Charles Dolphin,
Donald McDonald,	J—— Richard,
George Snider,	Cuff Freston, (a)

British Freedom,	David Stafford, (a)
John Smith,	John Collins,
S—— Bristoe, (a)	—— Brutus,
William Hicks, (a)	Anthony Woollet. (a)

All the land belonging to those whose names are marked with an (a), was escheated on 7th June, 1815.

There were a few settlers in the township previous to this time, probably some stragglers from the three hundred and fifty-three emigrants who landed in Dartmouth in the year 1750. Their names, however, are not recorded. The history of Preston must begin, therefore, with the date of the first survey in 1784.

Many of the names which appear in the grant just mentioned, were those of persons resident in Halifax, some of whom never took possession of the property allotted to them. Others who failed to comply with the conditions which bound them to make some improvements on the land in a given period, had their grants escheated about 1814.

Several of the persons who took possession were of English descent and former inhabitants of the New England States. At the time of the rebellion against Great Britain, many of them left with their families to seek another home under the protection of the British flag. Some

received grants of land in Preston and Dartmouth, and among those who settled there, we find the names of Stayner, Greenwood, King, Allen, Russell and Wisdom. Other grantees of Preston were Germans and disbanded soldiers who were more especially under protection of the government whose aid was instrumental in opening up the country for their benefit. Roads were laid out and cut from point to point by soldiers of the Halifax garrison. A number of houses were erected, many of them most primitive in construction; and the land was brought into cultivation by hard and continuous labour.

Soon after the settlement of Preston in 1784, a large number of free negroes emigrated to Nova Scotia at the close of the American revolutionary war, and many of them settled in the township.* They soon became dissatisfied with the discomforts and poverty of their new life. Unaccustomed to make provision for themselves, they were unable to supply their own wants, and proved a most unsatisfactory class of emigrants. Measures were consequently

* In April (Haliburton says 10th April), 1785, one hundred and ninety-four of these negroes arrived at Halifax from St. Augustine. They were almost naked, and destitute of every necessary of life. The Governor had to ask for rations, clothing and blankets from the military stores, for their relief.—*Ed.*

taken to remove them to the negro settlement at Sierra Leone, Africa.* On the 15th of January, 1792, these negroes, numbering eleven hundred and ninety-five, embarked in sixteen [fifteen] vessels for that port. Sixty-five of them died on the passage; the remainder arrived off the coast of Africa on 6th March, 1792.

On 20th December, 1787, a tract of four thousand seven hundred acres of land in Preston was granted to Thomas Young and others. The following is a list of the proprietors:—

Thomas Young,	Jasper Rogers,
Thomas Settle,	Thomas McMinn,
Edward Williams,	James Jones,

* Lieut. John Clarkson, R. N., undertook the deportation of these negroes. With him, was associated Lawrence Hartshorne, Esq., of Dartmouth. From the 6th August, 1791, till the 15th March following, Clarkson kept a voluminous journal of his proceedings. A manuscript copy of this is preserved in the Legislative Library, Halifax. Selections from this journal will be found in Sir Adams Archibald's "Story of Deportation of Negroes from Nova Scotia to Sierra Leone" (*Collections of N. S. Historical Society*, vol. VII. pp. 129-154). The following extract from the diary, may be of interest:—October 12, 1791. "Went over to Dartmouth, . . . and rode through the woods till we reached Preston. . . . On our ride towards home we called upon an honest gardener who showed me some of the maple sugar as well as the trees in his neighbourhood, and also a specimen he had refined, equal to any I had seen in England. This man is an excellent botanist and lays out part of his garden for experiments." There is little doubt in identifying Titus Smith as the worthy gardener whose good qualities are referred to in the above extract.—*Ed.*

Samuel Brandon,	Christopher Edmondson
Sebastian Spainter,	Courtland (Squires),
Benjamin Smith,	Scott (Murray),
Joseph White,	Crispin (Just or Juit),
Henry Gower,	Williams (Bell),
Thomas Curren,	Sam (Elliot),
James Birmingham,	Toney,
John Curren,	Freeman,
Andrew McMinn,	Leicester,
John McMinn,	Somerset,
Dominah Savage,	Strong,
George Pegg,	Joseph Tybe,
Charles Jones,	Thomas Fulton,
John Readman,	Andrew Rogers,
William Dunstar (or Dunstan).	

Blacks.

During the hostilities between France and England, other French gentlemen besides Monsieur Danseville* made Preston or Dartmouth their temporary home. These were officers who had been taken prisoners in some of the many engagements of the time. They were stationed on parole in Dartmouth and Preston.† No restriction was placed upon their liberty, as they had given their

* See page 131.

† The following advertisement appeared in the *Weekly Chronicle*, Halifax, 14th Sept., 1810 :—

Run from parole at Preston, on Thursday, the 23rd ultimo, JEAN ROSIER, a French prisoner of war, late second captain of the French letter marque La Duguay Trouin. He is 33 years of age, 5 feet 6½ inches high, dark hair, light grey eyes, round visage, fair complexion, person stout. Also, On the 7th instant FRANÇOIS CHAUMON, late master of the schooner Le Caroline, 37 years of age, 5 feet 7½ inches high, black hair, dark eyes, long visage, sallow complexion, his person stout—The usual reward of *One Guinea* will be paid for the apprehension of either of them. Sept., 14th. JOSEPH COCHRAN, Agent for Prisoners of War.

word of honour not to attempt to escape from the country. Preston was their favourite quarters. There many of them made homes among the better class of farmers, who always found them most agreeable inmates. Others occupied some tenantless houses situated in a portion of the township called New town, about half a mile northward of "Brook House," and catered for themselves. They soon made their new homes very neat and attractive. Each house had its little garden full of tall hollyhocks and scarlet poppies, and their tiny porches were set round with scarlet-runners which crept gracefully over the rustic poles. They were all true Frenchmen, gay of speech and light of heart, and they made the best of their adverse circumstances, and won the good will of their neighbours by their geniality and kindness. Glad to accept the latter's friendly courtesies, they were always ready to return them in every way possible. Thus they soon made themselves at home among the hospitable country people. Like their American fellow-exiles, who will afterwards be referred to, they filled up their idle time by making love to the village girls. In some cases the flirtations became serious and ended in marriage. In others, though the young people were mutually impressed, yet the banns were forbidden by the parents.

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After the peace of 1815, these French officers returned to France. They were always spoken of with affection and esteem years after they had returned to their own land. Some of them kept up an occasional correspondence with the friends they had made in Preston, and often sent little souvenirs of their regard. As late as 1850, one of them wrote to a friend in Halifax, saying how fondly the place of his exile was held in his memory, and how glad he would be if he could see dear old Preston again and wander once more through the village where he had spent so many happy days.

CHAPTER II.

THE MAROONS AND MAROON HALL.

WHEN Jamaica was conquered in 1655, the Spaniards possessed fifteen hundred African slaves. These, when their masters surrendered, retreated to the mountains, from which they made frequent descents to rob and otherwise molest the English planters of the island. To these were given the name of Maroons. For a number of years they harassed the island and robbed the plantations, costing the government two hundred and forty thousand pounds in the endeavour to suppress their raids and punish the perpetrators. Their attacks became so frequent and destructive, that the troops were called out to capture them. The Maroons, familiar with the recesses of the mountains, retired into a cavern, inaccessible to the soldiers, and there defied their pursuers. In December, 1795, forty chasseurs arrived from Havana at Montego Bay, with about a hundred Spanish dogs or blood-hounds. Whether the planters actually intended

to make use of them in capturing the Maroons, is not certain; but such tales of the ferocity of these animals were carried to the hunted free-booters, that fearing the dogs might be let loose upon them, they determined to surrender.* When they were once fairly captured, the government decided to remove them all from Jamaica. Accordingly in June, 1796, three transports, the *Dover*, the *Mary* and the *Anne*, having on board six hundred † Maroons, sailed for Halifax, Nova Scotia. They arrived at that port on 22nd or 23rd July, after a voyage of six weeks from the West Indies. They were well provisioned and had abundant clothing. William Dawes Quarrell, Esq., came from Jamaica in charge of them. An allowance of twenty-five thousand pounds was given by the government of Jamaica for the purpose of settling the negroes in Nova Scotia.

The Duke of Kent, who was commander-in-chief at Halifax at the time of their arrival, was greatly interested in them, and went on board the transports to inspect the fierce banditti who had

* See extracts from R. C. Dallas's *History of the Maroons*, in Murdoch's *History of Nova Scotia*, vol. III, pp. 155-157. Also Haliburton's *Historical and Statistical Account of Nova Scotia*, vol. II, pp. 282-291.—*Ed.*

† Murdoch says the number was 500, Haliburton says "about 600."—*Ed.*

caused so much terror and inflicted so much loss in the island of Jamaica. The Maroons received him, all dressed in neat uniforms, with a guard of honour and martial music. He found them a much finer class of men than the ordinary negroes. They saluted him with much respect, and in every way tried to show their appreciation of his visit. They addressed him as "Massa Prince" and "Massa King's Son," evidently understanding the honour due to royalty. Their fine appearance and evidence of great strength, pleased the Duke so much, that he at once offered them work on the new fortifications then being erected on Citadel Hill. They immediately declared themselves not only willing to labour for the King, but also to give their services without payment. Prince Edward gladly accepted their work, but insisted on their receiving compensation, agreeing to give them ninepence a day, besides provisions, lodging, and clothing. Sir John Wentworth, in a letter dated 25th July, 1796, informed the Duke of Portland of the arrival of the Maroons with their superintendents, Messrs. W. D. Quarrell and Alexander Ochterlony. These gentlemen were appointed, by Lord Balcarras, principal commissary and deputy for the Maroons, and the money appropriated by the government of Jamaica for

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the support of these negroes, was intrusted to them for expenditure.

The whole body was soon quartered in temporary homes. They set to work with right good will on the fortifications then in progress. The new lines of the Citadel were built with rapidity, and the Maroon Bastion remains to this day as a monument of their industry and skill.

The Duke of Portland in replying to the governor, issued instructions to settle them permanently in the country, if it could be done without injury to the colony. The Maroons were first quartered two miles from Halifax; and several estates in Preston, about five miles from the town, were purchased for their settlement. The cost of these lands and the buildings required, was estimated at three thousand pounds sterling. The title was vested in the government of Jamaica. Sir John Wentworth suggested the escheat of another large tract of land—16,000 or 18,000 acres—about four miles further in the country, in order to grant it for the use of the Maroons. He asked for an annual grant of two hundred and forty pounds, to be applied in providing religious instruction and a school for their benefit. He said it would reclaim them to the Church of England, and disseminate christian piety, morality

and loyalty among them. He sent an order to England for many things they required, among which were "forty gross of coat, and sixty gross of vest white metal buttons, strong; device—an alligator holding wheat ears and an olive branch; inscription—Jamaica to the Maroons, 1796." According to Sir John, these people were healthy, peaceable, orderly and inoffensive, and highly delighted with the country. "About fifty of them," he says, "slept in my outhouse on the farm, where I am often without a sentry or even locking a door or window." He writes that he expects to have them comfortably settled at Preston in the autumn, and that he is satisfied that they will be healthy and proper in this climate, as they will have plenty of food, raiment and fuel.

By the month of October, they had removed to the locality provided, and were lodged in the huts or small houses which had been built for them.

Benjamin Gerrish Gray, Esq., was appointed chaplain and teacher of the Maroons in the fall of 1796. Sir John Wentworth wrote on 20th September, 1796, that Mr. Gray was to be ordained on the following Sunday by the Bishop of Nova Scotia; he had received a good education in England, and was amiable, discreet and patient. "The shell of a large house [afterwards known as Maroon Hall],

nearly central in the settlement, is ordered to be made convenient for a chapel, and the second Sunday in October I shall open the church by attending divine service therein."

Sir John at first thought very highly of the Maroons, and in the letter just quoted he says, that in conversing with the best informed and most sensible among them, he could not discern any malice or revenge in their sentiments, but rather they regretted their war with the people of Jamaica and felt that they were only attending to self-preservation in acting as they did. "They express to me," he says, "no other anxiety but their fears of being removed. Nothing would create such a distress among them, as to carry them to Sierra Leone, nor could they be prevailed upon by any persuasions to return to Jamaica." In the same letter, written on 20th September, he says, "the Maroons are all settled in comfortable, good houses; they are remarkably clean in their persons, houses, clothing and utensils, and are very healthy." Provisions were weekly served to them. They were expert in cutting wood and in providing the winter's fuel. Proper clothing was then being prepared for them.

At the time of their settlement, Sir John instituted a small court to be held by the two

commissaries, to try small offences, at which should always be present three Maroon captains.

The Assembly of Jamaica expended forty-one thousand pounds in transporting and settling the Maroons in Preston. The winter of 1796-97 was very severe. Heavy snow-falls blockaded the roads and almost filled the woods where the Maroons had their houses. Accustomed always to a genial climate, the cold and privation told terribly upon the colony. The months of the following spring were colder and more backward than any since the settlement of Halifax. The depressing weather made the already discontented Maroons more so, and they clamoured to be removed to a warmer country. They much desired to be sent as soldiers to the Cape of Good Hope and to India, and to be allowed to take their wives and children with them. "Give us," they said, "arms and ammunition, and put us on shore there, and we will find room for ourselves." That is, as Sir John Wentworth said, they would murder and plunder all the inhabitants, if they could only live in the woods all the year round.

When the summer came with returning warmth and comfort, they grew more reasonable and contented. About this time an alarm was caused in Halifax by the approach of a French squadron

under command of Admiral Richery. The Maroons were enrolled in the militia. Many of them obtained commissions and were very proud of their rank. Among them Colonels Montagu and Johnson, Majors Smith and Bailey, were long remembered for their love of dress and arrogant bearing. Several others were ranked as captains and lieutenants; and all were equally vain, and ambitious to be regarded as great men. Many of them were tall and finely made, with intelligent features and expressive eyes; very different to the ordinary Africans with whose appearance we are familiar. Polygamy was practised among them. Major Smith was the happy possessor of four wives. Three of them presented him with sons on the same day.* The fourth was the best looking and his favourite. At a ball given at Maroon Hall, to which the black officers were invited, Major Smith appeared with his most admired wife dressed in fantastic attire. Both were the source of great amusement to the other guests.

When in the spring of 1799, Captain Solomon, father of the late George Solomon, Esq., of Lunenburg, daily mounted guard to keep in check the insubordinate Maroons, Montagu and Smith always appeared in blue and scarlet uniforms with high

* In "The History of Our Village" (*The Provincial*, vol. I.) Mrs. Lawson stated that the three children were born in the same month.—*Ed.*

cocked-hats and gold lace, and in every way endeavoured to personate the appearance and authority of the British officer.

The chaplain and schoolmaster who were appointed to look after their religious training and secular education, found their duties neither easy nor successful. Their salaries amounted to two hundred and fifty-three pounds sterling per annum, besides a glebe-house and separate houses on the estate.

The Maroons were very ignorant of the English language, and neither understood nor listened to a sermon; and in spite of their Christian instruction, they refused to abandon their habits of polygamy.

The winter of 1797-98 was a repetition of the previous one, bitterly cold with heavy snow-drifts. Their firewood was consumed, their potatoes frozen, and their ranks thinned by consequent illness and death. When spring came, disheartened by the cold and hunger of the past winter, they refused to work and gave all the trouble they could to those in charge of them. The pleasure that had been felt at the establishment of so fine a body of men in the township, gave way to fear that it might prove a calamity. Some of the more refractory ones were removed to the vicinity of Bedford Basin, and the overseers in Preston

were notified to withhold provisions from those who refused to work. This order brought them to submission, and in June, one hundred and eighty men were again at the labour appointed for them.

The cost of providing for the Maroons had been so great, that Sir John Wentworth had applied to the governor of Jamaica to remit additional funds for their maintenance until they could support themselves. This led to a disagreeable contest between the governor of Nova Scotia, the assembly of Jamaica, and the ministry in England. The Duke of Portland, secretary for the colonies, supported Sir John Wentworth in his demand, and declared that the island of Jamaica was bound to submit to the claim and repay the expenses incurred in Nova Scotia. The legislature of Jamaica would not yield to this decision, and the altercations between the two colonies led to a misunderstanding between Sir John Wentworth and Colonel Quarrell. The governor accused the latter of fostering insubordination among the Maroons and endeavouring to weaken his authority over them. The result of the difficulty was that Colonel Quarrell resigned his commissureship and returned to Jamaica, where a remuneration was voted to him for his services.

to the island.* Mr. Ochterlony was left in charge; but Sir John having stated that he also fomented discord and discontent among the Maroons, he was removed in 1797, and Captain Alexander Howe of the Royal Nova Scotia Regiment was appointed to take charge.

Theophilus Chamberlain, Esq., must now appear on the scene. It has already been mentioned that the township of Preston had been laid out by him, and that he had given it the name by which it was thenceforth to be known.

Mr. Chamberlain was born at Northfield, Massachusetts, in 1737. He took his degree at Yale College, and was appointed a minister of the Congregational Church in Connecticut. Previous to the American Revolution, he opened a private Latin school in Boston, Massachusetts. This school was advertised in the *Boston Chronicle* of 5th September, 1768. His commission as a militia officer is dated at New York, being signed and issued by Governor Guy Carleton, who was commander-in-chief of His Majesty's plantations from the Floridas to the Canadas. Being one of the Loyalists at the time of the revolution, he and his wife and children

* Sir John at first praised, and then disapproved of both the negroes and their agents. Quarrell has been described as a sensible, well-bred gentleman.—*Ed.*

emigrated to Nova Scotia in 1783 on board the transport *Nancy*. He was made a deputy-surveyor under the Hon. Charles Morris, and subsequently a magistrate of the county. Immediately after his appointment by the crown as a land surveyor, he laid out the township of Preston, and settled a number of militia men who came with him from New York, as well as the Germans and soldiers before alluded to, on the lands granted him by the government. He himself also went to Preston to reside, and remained there until his death. In Sir John Wentworth, Mr. Chamberlain had always a warm friend, and it is said that he was also related to him by blood. On 9th July, 1798, Capt. Alexander Howe was removed, and Chamberlain was appointed to superintend the Maroons. He also had charge of their religious training. Besides being their minister, he conducted a school and taught the children and such others of the negroes as were willing to be instructed. Mr. Chamberlain died at Preston on 20th July, 1824, in his eighty-eighth year.

Mr. Chamberlain was not inclined to speak as favourably of the new colonists as Governor Wentworth had at first done. He said, "they worshipped false gods, and knew nothing whatever of Christianity, on their arrival in Nova Scotia."

He represented them as the personification of arrogance, and cruel in the extreme. Those who were in positions of authority were most tyrannical to the men under them, and at the least offence would whip them unmercifully. They had stipulated with the Jamaica government to be allowed to continue the same harsh discipline they had always practised among their Maroon subordinates, as well as their right to entire maintenance in Nova Scotia, before they would evacuate their mountain stronghold in that island.*

During their residence in Nova Scotia, these restless negroes were constantly relapsing into idleness and discontent. Their complaints were frequent and loud against the dullness and poverty of their homes in Preston. One complained that he had

* Compare this statement with the articles of peace entered into on 21st December, 1795, between the Maroons and Gen. Walpole. (See Murdoch's *History of N. S.*, vol. III, p. 156). To these articles Walpole had to add a secret one, promising that the Maroons should not be sent out of Jamaica; and to this he was obliged to accede on his oath. (Extracts from Dallas's *History of the Maroons*, in Murdoch's *History of N. S.*, vol. III, p. 156). Now, mark, it was in violation of Walpole's promise, that the negroes were transported to Nova Scotia. Walpole is free from blame. He was disgusted with the Jamaica assembly's action, and with becoming dignity refused a sword which was voted to him for his services.—*Ed.*

not a well-furnished house and cellar to exercise hospitality with; another that his farm would not produce yams, bananas, cocoanuts or cayenne pepper; another that there were no wild hogs in the woods to hunt; and so on through all the grievances that ignorance and arrogance could suggest. Their habits were vicious, and their determination was to set aside the restraints of authority. Cock-fighting, cards, smoking, and going to town were their favourite amusements. All these helped them to pass through the summer with comparative content.

The winter of 1798-99, however, was even colder than the preceding ones. The fall of snow was the heaviest ever known in Nova Scotia. The Maroons were housed, fed and kept warm during the inclement weather; but their number diminished, the weakly ones dropped off, and the churchyard on the hill began to fill with their graves. Mr. Chamberlain taught the children, and still held Sunday services among them; but they made little progress in Christianity. They allowed their children to be baptized, but their marriages and funerals were conducted in their own fashion with strange ceremonies. They continued refractory and rebellious, and were a dead weight on the governor's hands. The expenses attending their

maintenance was ten thousand pounds a year; and the return, constant anxiety and annoyance.*

At last, at their own earnest entreaties and to save the province from greater loss, it was resolved to send them to the negro settlement at Sierra Leone, the authorities there being ready to receive them. On 20th January, 1800, Sir John Wentworth writes that a Mr. Ross was living at Maroon Hall, endeavouring to give the negroes good impressions of Sierra Leone, whereto he was to accompany them. On 23rd February, he writes, that "the Maroons are all ready to embark at an hour's notice, except two families who say they have engaged with Mr [William Cottnam] Tonge, and will stay with him." "Neither Mr. Tonge nor the Maroons," continues Sir John, "shall be suffered to frustrate my instructions to send them *all* to Africa." These people had arrived at Halifax in July, 1796. In August, 1800, they left for their new home, lessened in numbers

* In April, 1779, the Maroons at Preston having evinced a mutinous disposition, Sir John Wentworth sent Capt. Solomon, Lient. Muller, and fifty men there, of the Royal Nova Scotia Regiment, and posted them near the settlement. Sir John complained that some person from Jamaica had poisoned the minds of the Maroons, inducing them not to go to church on Sundays—giving them feasts, liquor, horse-races and cock-fights on that day—telling them that the King paid everyone for going to church, and that they were cheated out of their pay by Sir John and their clergymen. (*Vide Murdoch's History of N. S.*, vol. III, p. 177.)—*Ed.*

and not improved by their four years' residence in Preston. Five hundred and fifty-one left in the *Asia* for Africa. All were in good health except three. Many of the negroes regretted leaving the place, and all professed gratitude. It is said that four had deserted in order to remain in the province, but there is no record of their names and subsequent fate. The Maroons reached their destination in October, after an expenditure of forty-six thousand pounds by the island of Jamaica and after a greater outlay by the British government. After they arrived at their destination, they assisted the government in suppressing an insurrection among the negroes of the place. About two years after, they were the subject of a report made by a committee of the English House of Commons. Their conduct and character was much praised. They were spoken of as active and intrepid, as prodigal of their lives, confident of their strength, proud of the character of their body, and fond, though not jealous of their independence. This is very different from their disposition as manifested in Nova Scotia.

Before closing the account of these costly settlers, it will be in place to give a description and history of the house whose name kept the Jamaica marauders remembered in Preston, and which, for more than fifty years, was familiarly

known as "Maroon Hall." In writing of townships like Dartmouth and Preston, which have such a lack of past traditions and present interest, the history of whose inhabitants can be comprehended in the individual refrain, "I was born, I lived, I died,"—a page or two to the memory of such an old place as this, will not surely be inappropriate or uninteresting.

The house was built, in part, as a summer residence in 1792 by Francis Green, Esq., son of Hon. Benjamin Green. The latter was born in Salem, Massachusetts, in 1713. He was brought up as a merchant in Boston, but afterwards accompanied General Pepperrell to Louisbourg, and became secretary to the expedition. After the capture of that place, he remained there as government secretary until Cape Breton was restored to the French in 1749. He then removed with his family to Halifax, and was made one of Governor Cornwallis's first council. He was afterwards appointed treasurer of the province, and on the death of Governor Wilmot in 1766, was made administrator of the government. He died at Halifax in 1772.

Francis Green was sheriff of Halifax. Having obtained an estate immediately adjoining Preston,*

* I think the land on which Maroon Hall was built, was included in a grant of 2000 acres to Hon. Benjamin Green, dated 29th Dec., 1767 (*Vide* Grant Book 9, p. 38) If not, it was part of a grant to J. Wisdom and E King, dated 22nd Nov. 1785.—*Ed.*

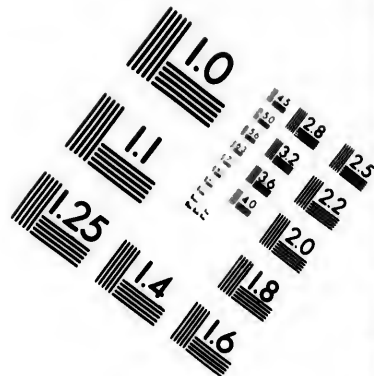
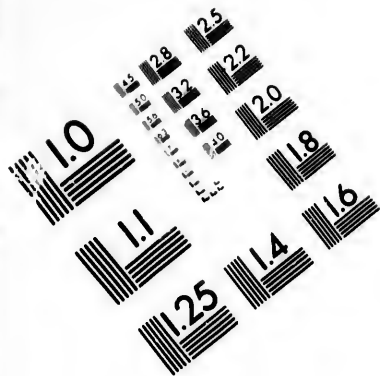
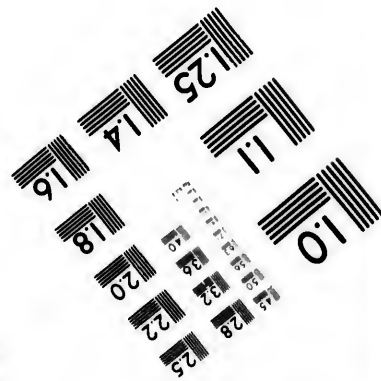
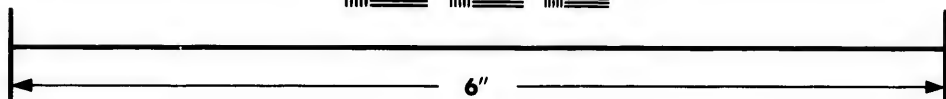
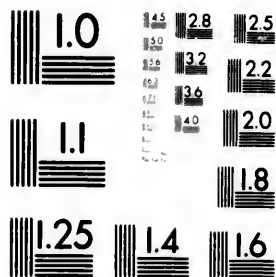


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he built a house on one of the finest situations in the place—a broad, circular elevation, commanding a wide view of the country around and the ocean beyond. During Mr. Green's residence near Preston, his daughter Susanna was married by the Rev. Mr. Weeks, the first rector of the parish, to Stephen Hall Binney, Esq. This gentleman was a brother to the grandfather of the late lamented Bishop of Nova Scotia, and grandfather of the Rev. George William Hill, late rector of St. Paul's Church, Halifax. When Preston was chosen as a settlement for the Maroons, Mr. Green's property, with the rest of the district, was purchased by the government for their accommodation. The house, which was only a limited building for summer use, was re-constructed and enlarged at the expense of the government of Jamaica, and the result was a square, double, two-storied house, containing ten rooms each with three doors and four windows—capital ventilators when the north-east wind swept round the old Hall, and the cutting blizzards of winter piled the snowdrifts against the casements. Colonel Quarrell and Mr. Ochterlony lived there during the time they superintended the Maroons. A room in the Hall was sometimes used as a chapel and sometimes as a school; and it was there that the dances and other

entertainments were given, at which the black gentry and their wives displayed their West Indian finery.*

When the Maroons evacuated Preston, the lands were again at the disposal of government. Maroon Hall with its thousand acres of upland and forest, was sold, on 8th October, 1801, for £655, to Samuel Hart, Esq., a wealthy Halifax merchant of Jewish origin. Here, he with his family spent the summer months of every year. They were gay and fashionable people, and Maroon Hall knew its merriest days during their occupancy. Dinners and dances, at which the army and navy with the aristocracy of of Halifax were entertained, were of frequent occurrence in this luxurious and hospitable home. After a

*The following description of Maroon Hall and its land, is taken from an advertisement in the *N. S. Royal Gazette*, 10th Sept. 1801. This advertisement announced that the Hall, together with the whole of the remaining Maroon property, would be sold by Charles Hill, auctioneer, at the Wentworth Tavern, on 28th Sept., 1801, in order to close the affair. Twenty-four houses with other buildings, lands, etc., in Preston, were described and offered for sale. The sale of Maroon property extended from 12th Dec., 1800, until 2nd Nov., 1801; total proceeds, £6,792 6s. 3d. (See MS. Records, vol. 419).

"Maroon Hall, an excellent house, in an elevated situation, with an extensive view of the sea-shore, the house is 40 feet by 40, two story high, four well finished convenient rooms on a floor, a cellar under the whole, with a never-failing well of water in it, a barn 40 feet by 25, and a good stable adjoining, a store 40 feet by 20, a sheep hovel, fowl-house, and other out-houses, it will be sold with eight hundred acres of land, a good proportion of which is excellent hardwood, and twenty-five acres of the land is under improvement, from which has been cut near twenty ton of hay this year, besides oats, potatoes, &c. Also a garden consisting of an acre of ground, well set with fruit trees, such as apples, pears, cherries, plums, &c."—*Ed.*

few happy years, however, reverses came. Business difficulties resulted in Mr. Hart's failure; the greater part of his handsome fortune was swept away. Its loss and the embarrassment which ensued, prayed upon his mind until mental depression ended in insanity. His family consisted of his wife, Rebecca, one son, and two daughters. The latter married, and the son went abroad to seek his fortune. The unhappy father, in the absence of a hospital where his distress might have been alleviated, was taken to the Hall and confined there under the charge of a man servant.* In the house where he had dispensed his hospitality so generously, he was a miserable prisoner, tortured by all the cruel illusions of an unsound mind, and often so violent that he had to be chained to iron stanchions, the marks of which remained upon the floor as long as the house stood. After a year or two of terrible mental misery and great bodily suffering, he died at Maroon Hall on Wednesday morning, 3rd October, 1810, aged sixty-three years.

The house and property were again in the market. From its being within easy reach of Halifax, its beautiful situation, its broad fields and

* On 23th June, 1809, a commission decided that Mr. Hart was insane, and so had been for three weeks then last past. (*Vide* Acts, 1809, cap. xvi). — *Ed.*

well wooded pastures, it was considered to be a desirable purchase either for a farmer or a country gentleman. It was a quarter of a mile to the east of the south-eastern end of Lake Loon, and on the summit of a hill which commanded a very extensive view of the surrounding district. The place had been much improved during Mr. Hart's tenure. The lane leading from the highway to the house, was set on both sides with stately trees. A great spreading willow stood on each side of the gate; vines and roses trailed over the porches; an orchard was well stocked with young trees; and the grass land yielded an abundant crop.

The next purchaser was John Prescott, Esq. He was the eldest son of Dr. Jonathan Prescott, and brother of the late Hon. Charles R. Prescott, so well known as a horticulturist in King's County, Nova Scotia. Dr. Prescott came from Boston, Massachusetts, in 1758, and settled in Chester, Lunenburg County.* He had five sons; one, Joseph, was a

* Jonathan Prescott's name appears in a list of the inhabitants of Halifax, dated July, 1752. (See *Selections from Public Documents of N. S.*, p. 654). Dr. Akins, in a footnote, says that he was the "father of the late Hon. Charles Prescott." If this is correct, Mrs. Lawson must be wrong when she says that he came from Boston in 1758. As, however, that lady's mother was a daughter of John Prescott, her statement should not be questioned. The family, I believe, claim relationship with Prescott the historian.—*Ed.*

doctor in the United States army, and afterwards a physician in Halifax. The other sons followed merchandise, except the eldest, who purchased Maroon Hall in 1811. He had been engaged for some years in farming at Zinks Point, Chester. He removed with his family to Preston and lived there until 1821, in which year his death occurred.

Soon after this event, the property was again sold. The purchaser this time was a retired military officer, Lieutenant Christian Conrad Katzmann of H. M. 60th Rifles. He was born in Hanover, Saxony, on 18th August, 1780, and graduated from Göttingen University. He had been educated for, and was about to take orders as a Lutheran clergyman. It was then the period of the Peninsular War, when every man was more or less actuated by military zeal. The King was making efforts to raise an army in Germany which afterwards was known as the King's German Legion. A commission in an English regiment was offered to each person who would secure a certain number of men for enlistment in the King's service. Mr. Katzmann secured the required number and went to London. He obtained a commission in the 60th Rifles, and served the King in several engagements in which that regiment was under fire. When the war was over, the Rifles,

after a brief rest in England, were ordered to the West Indies and subsequently to Halifax. Mr. Katzmänn was stationed with his battalion at Annapolis for two years. At the end of that time, he went on half-pay and bought Maroon Hall. He married Martha, daughter of John Prescott, the late owner of the property.* The exposure and hardships of his military life had shattered his health, and he found farming as unsuitable as it was unprofitable. He, however, remained in possession until his death, which occurred on Friday morning, 15th December, 1843. He was then in his sixty-fourth year. The farm was held by his family until 1856. The house had been unoccupied for some time, and in June of that year it was burned to the ground. The cause of the fire was never known. It may have been the result of incendiarism, or of sparks falling on the dry roof from fires which were raging in the woods to the rear of the house at that time. Whatever the cause, the old Hall with all its memories and traditions, was consumed and became a thing of the past. It was the last landmark

* Mrs. William Lawson, *née* Mary Jane Katzmänn, the writer of this history, was their second daughter. She was born at the old Hall. Her mother died on 17th November, 1871, aged eighty years. Her father is ranked as an ensign in the Army List; commission dated 1814, half-pay 1822.—*Ed.*

which told of Preston's early prosperity and historic associations. For more than half a century it had stood as a great sentinel, breasting the storm and basking in the sunshine. Birth and marriage had gladdened it, death had sanctified it. Strangers passed by and inquired its story. The old Maroon traditions were revived, with memories of its later owners. Much of interest hung round its gray walls and fair, smiling landscape. All this is over; "the place that knew it once, shall know it no more for ever!"

CHAPTER III.

HISTORY SUBSEQUENT TO THE DEPARTURE OF THE
MAROONS, INCLUDING CHURCH HISTORY.

DURING the engagements at the time of the last war between England and the United States 1812-14, several officers were taken prisoners and sent to Halifax for safe keeping. They were generally quartered on the eastern side of the harbour, and many of them who were on parole lodged in the farm-houses in or near Preston and Dartmouth.* They were allowed perfect liberty of action, except in the matter of crossing the ferry. Halifax being the only point from which they could hope to escape, this necessary restraint was imposed upon them. They were all quiet, gentleman-like men, and much esteemed by the persons with whom they associated. They were visited and entertained by the farmers and their families, and in return for so much kindness, made love to all the pretty

*Several of these prisoners hired, from the first Nathaniel Russell, a room in the house where Mary Russell had been killed (see page 125). They purchased their own fuel and provisions, but their baking was done by Mrs. Russell. To pay for this, they broke up a piece of land and surrounded it with stone-walls.—*Ed.*

girls in the village. The love making in some cases ended in engagements to marry. The prisoners' hearts, however, were always chafing against exile, and turning homeward with longing and hope. The war at length ended, peace came, and the captives were set free. "All things come to those who wait." The American officers went back to their homes. The saying, however, did not hold good in the case of the deserted Preston girls. They waited, but they waited in vain; for their lovers never returned to fulfill the promises made in the rosy twilight or under the glow of the inconstant moon.

The golden era in the history of the people of Preston, was the period during which the prisoners, both French and American, remained among them. Nearly all of these men had money, and they spent it freely among the villagers with whom they lived. Their departure was very much regretted, and with them Preston and Dartmouth lost many good and appreciative friends.

After the trouble experienced from the settlement of, and provision for the Maroons at Preston, it might have been supposed that the result of that attempt at colonizing the blacks would have deterred the government of the province from any similar undertaking in the future. At the conclusion,

however, of the second American war, 1812-14, a great many blacks were allowed to take refuge on the British fleet blockading the Chesapeake and other harbours. Most of these people were afterwards disembarked at Halifax.* The Maroon lands in Preston had been partly sold by Governor Wentworth, but the unsold portion was claimed by the provincial government and apportioned for the settling of this body of negroes. Preston was, therefore, again selected as a home for another dusky colony, and this it remains until the present day. Some of these later immigrants went to Hammond's Plains, through which a road had just been surveyed; others settled on the Windsor Road, and at Beech Hill on the St. Margaret's Bay Road. About three hundred were placed in the old township of Preston, where they inhabited the huts, and occupied the ground once peopled by the Maroons. They were a wretched class of settlers. On the plantations of

* On 1st September, 1814, H. M. brig *Jaseur*, arrived with a transport at Halifax, from Chesapeake Bay, with several hundred of the black refugees. The governor sent a message to the assembly on 24th February, 1815, suggesting that they be settled upon forest lands. He spoke of the decrepid age, helpless infancy and unavoidable sickness, to be found among them. On 6th May, a number of these people were placed on Melville Island, North West Arm, and ordered to be vaccinated. On 1st April, the assembly addressed the governor, objecting to their introduction into the province.—*Ed.*

their owners in Virginia and other of the Southern States, all their wants had been provided for, and consequently they were unacquainted with the thrift or the reward of labour. Freedom made them idle and miserable. The government was obliged to allow them rations during the winter and otherwise to provide for their existence. For many years they experienced all the wretchedness incidental to idleness and improvidence, and were a constant drain upon the benevolence of their white neighbours. In January, 1821, ninety of them — more shiftless and discontented than the rest, — were sent to Trinidad. The rest remained in Preston to fight the battle of life as best they could. Their weapons were not always effectual, but they lived and increased.

In later years their circumstances have materially improved, and many of them are now thrifty and comfortable. With the changes of time, new methods of making a livelihood have opened to them. Many of the men are employed in various gold mines in the country, and in other industries, such as wood-cutting and farming. The women in summer gather the wild fruits and flowers of the woods, and bring them to the market. The sight there, so familiar, is always amusing. They are seen squatting round the open space allotted to their use in

the Halifax green-market, with their miscellaneous gatherings for sale, chattering like monkeys, and like them enjoying the warmth and pleasantness of summer. Brooms, baskets, tubs, clothes-props, pesticks, hop- and bean-poles, rustic seats and flower boxes, make up part of their various stores. Great baskets of mayflowers and mosses are brought in during early spring. Some of their bouquets are arranged with a good deal of taste. From the middle of May until late in autumn, ferns of every kind are carried on their heads from door to door, while others of these plants fill barrows in the market, or else stand in boxes made of the bark of the birch- and fir-trees, greening the sidewalks about. In early winter, the spruce and hemlock trees are laid under contribution. Wreathes and branches, Christmas-trees, long festoons of ever-green for decorating, dyed grasses, autumn leaves, sumach berries,—in short anything that can be made available for sale, is brought to market by the dusky vendors. They gather a good deal of money by these ventures; for such articles cost nothing to produce, only requiring the labour of gathering and carriage. All of them have special patrons and friends upon whom they can depend in times of want and trouble. A few of them are celebrities in their way, among whom we may instance

Fanny Gross, Spencer Winder, Louisa Kane, George Lambert, Mrs. Turner and Sarah Brown.

Though very far from being a moral people, yet they are most religious, and delight in gathering for worship and preaching. Meeting-houses abound in their settlements. They have a native clergy whose ministrations they receive with gladness. Nearly all of them belong to the "Baptist persuasion." A "baptizing," as they term it, is the gala event of the summer. Then, by the side of some lake or river, hundreds of gaily dressed coloured brethren and sisters collect. Numerous visitors of their own race, from Halifax and Dartmouth, lend eclat to the scene. From five to fifty candidates, according to the fervour of the revival season, dressed in white with napkins round their heads and otherwise properly vested, are plunged under the water and thenceforth are received into fellowship. The ceremony is usually performed by some black ecclesiastic. Afterwards, prayers and addresses are made, and when these are over, the visitors are feasted at the houses of their neighbours and friends, and the day is made one of general rejoicing and festivity. Before such events, there is a great demand for articles of dress: parasols, hoop-skirts, sash-ribbons, veils, and fans, are all apparently

necessary adjuncts of the ceremony which they frequently speak of as "the dipping."

John Burton, a good old Baptist minister in Halifax, for many years took charge of their spiritual affairs and constantly ministered to them. He was succeeded by the Rev. Richard Preston, a coloured man. John Crawley, Benson Smithers, James Thomas and others have since been among their leaders. At the present time they have no lack of a native ministry. Like St. Paul, through the week "they labour with their own hands," and on Sundays, in black garments and white ties, preside over the "meetin."

When a member dies, he is buried; but the funeral sermon and exercises are postponed to a more convenient season. This postponement is generally until the summer, when times are better and the mourners are more prepared to entertain their friends. Sometimes the services last all day, with only an intermission for dinner, and the virtues of the deceased are commemorated by various speakers. In their addresses, the ludicrous prevails largely over the pathetic. Tropes and figures relating to time and eternity, to archangels and the departed brother, are mixed up with a freedom most startling to those unaccustomed to such eloquence.

These coloured people are all fond of music, and many of them sing very sweetly. As they follow their dead from house to churchyard, they chant funeral hymns along the way, and the low, sweet wail of the melody floating upon the air as they march slowly behind their departed neighbour, is very tender and touching.

So many of these African people live in the old township, that the place seems inseparably connected with them; and in the minds of many it is always so associated. The natives proper of Preston, however, always consider them an excrescence, and are not inclined to give them free right to the soil. Very few of their houses stand on the main road, their settlements being more in the woods and near streets which they have cut out for themselves. Their cabins are generally made of logs "chinked with moss." All of them have more or less land under cultivation, in which they raise potatoes and other light crops. Many of the women make good domestic servants, and the better class of the men are often employed as waiters in hotels and steamers. Schools of varying efficiency have always been established among them; and in the march of improvement, the poor ignorant coloured settlers of Preston are learning something of the civilization and culture of the age.

The soil of Preston is generally poor and unproductive, and in many parts barren and stony. All portions require heavy top-dressing in order to produce even an ordinary crop. The grass land is good, and no doubt more scientific farming than is practiced by its present owners, would insure a much better return.

The natural beauty of the country is very great. In winter the scene is bare and rugged, but in summer the place is charming—full of repose and health. An alternation of hills and low wooded plains, makes the landscape very pleasing in the latter season. Nature then fills the woods with fragrance and bloom; the roadsides are lined with *Linnæa* and ferns, even the pastures are gay with sweet wild flowers. About two miles to the south, the Atlantic stretches out in grandeur, where ships may be discerned passing to and from Halifax Harbour. There are a number of beautiful lakes in the township—some half hidden by the trees clustering around their borders, others open to view and touching the very edge of the highway. The white lilies sleeping among their green leaves, make the blue of these waters more intense. The air is sweet with the fragrance of field and meadow, and fresh and invigorating from the sea breeze which

mingles with the scent of the clover. There are numerous pleasant resorts in the old township, and those who know the place can tell of many delightful walks and quiet sunny nooks where one can meditate and rest. Three or four roads lead across the country to Cole Harbour. They are all charming woodland ways. One, especially, leading along the borders of the Salmon River until it empties into the sea, is full of beauty, particularly in June when the woods are overflowing with bloom and the air is filled with the song of birds. When all Nature is rejoicing in the fulness of life, nowhere does she scatter beauty with a more prodigal hand than in the quiet woods and valleys of Preston.

The first church on the eastern side of the harbour of Halifax, was built in Preston, at the expense of the government, during the occupancy of the Maroons. The parish was called the Parish of St. John. The church was erected on the top of a very high hill, known until this day as Church Hill, a little more than six and a half miles from the town of Dartmouth.* It was

* This church was about seventy rods east of Salmon River, and about three-quarters of a mile northward of the present church. The "Governor's (Wentworth's) Farm." was some distance eastward of the old church, and southward of Long Lake. Both were on the north side of the road.—*Ed.*

supposed to be in the centre of the township. The Rev. Mr Weeks† was the first officiating clergyman. He lived in Halifax, but went to Preston to marry, baptize and bury those who required his services. He sometimes held divine service in the church, but the ministrations were not warmly appreciated.

Round the church, a large piece of land was set apart and consecrated as a burying-ground. There in the quiet solitude of nature, "the rude forefathers of the hamlet sleep." The old German settlers, the disbanded soldiers, the restless Maroons, the good grey headed Theophilus Chamberlain, John Prescott, Tobias Miller, James Money, and many others, lie underneath the sod of this quiet old churchyard which the storms and suns of nearly a hundred years have whitened with snow or made green with summer verdure. Sweetbrier and other spreading shrubs still flourish, planted there by loving hands, hands which are now folded beneath the turf of other churchyards. All are waiting for the time when the angels shall reap the harvest from God's acres so thickly set everywhere in this great world of His.

† This was the Rev. Joshua Wingate Weeks, M. A., one of the exiled clergymen of the revolution, a sketch of whose life will be found in the Rev. A. W. Eaton's *Church of England in Nova Scotia* (pp.184-186).—*Ed.*

After Mr. Weeks left this part of the diocese, the Rev. Benjamin Gerrish Gray attended to the spiritual wants of Preston. He too resided in Halifax, and found his parishioners on the other side of the harbour neither zealous nor appreciative. It is said that Sunday after Sunday the parson appeared at the church, but the door was locked and the congregation remained at home.

As time went by, the old church on the hill, from want of care on the part of the people, became greatly out of repair, and it was thought that the services would be better attended if the place of worship were brought nearer to the families in the more settled parts of the parish. Accordingly, between the years 1822 and 1828, all that could be used of the old frame-work and fittings, was removed to another part of the township where a lot had been set aside for church purposes. The highest hill in the place had been chosen for the first erection of a place of worship; the second church was built at the end of a long swamp, in a low sheltered spot about a quarter of a mile to the eastward of Maroon Hall. It was consecrated in 1828 by Bishop Inglis. Here, from this time, the Rev. Mather Byles DesBrisay ministered occasionally until his death in 1834.

The church was very rough and without ornament or even comfort. The narrow chancel with its plain wooden table,—rarely if ever used for holy communion,—the bare pulpit and reading-desk, would have suited the most primitive conception and taste. Highly ritualistic in one point alone, was the ordering of the sittings. The men sat on one side, and the women on the other; precedent and good manners alike forbidding any infringement of this rule during divine worship. In 1845, an effort was made to make the building a little more modern and church-like. The interior was altered and improved. The seats were arranged so as to face the reading-desk, not each other as before. A spire was added, and the little church became a picturesque object, rising up among the evergreen trees, a witness and a guardian of the faith. In the spring of 1849, the country suffered for want of rain. Large fires sprang up everywhere in the woods, and sweeping through the dry leaves and crackling brushwood, touched the trees which sheltered the little church. They and it were soon hopelessly ablaze. Neither man nor water was at hand, and the second church in the parish was soon, like its predecessor, a thing of the past.

Through many losses and hindrances, Preston has been loyal to the church, and in the course of a year

or two, another building was erected for the worship of God. It is at the junction of two roads, one leading eastward across the Salmon River through the low valley land, the other running northward to the old road which winds up the steep ascent of Church Hill.* The situation is very pretty. The green, sunny slope on which the building stands, is now used as the village churchyard. The church is more modern and appropriately arranged than any former effort in the parish. Services, however, are not held as frequently as is desired. In the summer, William Silver, Esq., who has a residence in the immediate vicinity, acts as lay-reader. The Sunday-school is also under his supervision. The rector of Dartmouth is still in charge of the parish, and from him the people expect the private as well as the public ministrations of the church.

*This third church is to the west of the Salmon River. Theophilus Chamberlain lived not far to the northward, and on the west side of the road which runs to meet the highway which goes over Church Hill. The second church was on the southern side of the road which leads through the Long Swamp between the present place of worship and the hill on which stood Maroon Hall. The present church is therefore to the eastward of the second one.—*Ed.*

CHAPTER IV.

REMARKS ON SOME OF THE EARLY SETTLERS.

[T may be well now to go back to the names of the original grantees of the township, and give some details with regard to a few of those who remained in possession of the land.

Theophilus Chamberlain, Esq., has already been spoken of on page 171, in the different offices of deputy-surveyor, and agent, chaplain and teacher of the Maroons. He afterwards purchased a number of lots situated in Preston. He sold at public auction part of the Maroon estate which he had bought for one hundred and seventy pounds, and which he held by deed from Sir John Wentworth, given in the year 1801. He took part in occasional surveys, and lived on his farm until his death on 20th July, 1824, in the eighty-eighth year of his age. He had several sons. Only two of these married and settled in the province. One of these, John Chamberlain, also a deputy-surveyor, generally resided in Preston or Dartmouth, and left a son, Theophilus Chamberlain, who still lives in Halifax. The other son who remained in the province, was James M. Chamberlain.

He for many years was a merchant in Halifax, and generally spent the summer months on his farm at Preston. He left three sons, one of whom is William Chamberlain, a clerk in the Halifax post-office. To the latter's kindness I am indebted for much of the above family information.

Mr. Chamberlain's youngest daughter married the late William N. Silver, Esq., founder of the well-known Halifax establishment which is still carried on in the same name. He was the father of our respected townsman William C. Silver. This gentleman was born in Preston, and he still retains a warm affection for the home of his boyhood. For many years he has made his summer residence near the banks of the Salmon River, a broad, blue, placid stream once famous for salmon and trout. It was cropped most thoroughly by the sportsmen of the garrison some thirty or forty years ago.

William Jordan, who married a daughter of Francis Mullock, lived with his family for a number of years at Preston. Both he and Mullock were among the first proprietors of the township. Jordan's son, William, entered the navy* in 1813 and dis-

* A query mark is inserted in lead pencil after the word *navy*, doubtless by Dr. Akins. Jordan may have been in the army. In an old plan which I have seen, a Jordan's house is shown to the eastward of Church Hill.—*Ed.*

tinguished himself at Castine, a fort on the east side of the Penobscot. He was the bearer of important dispatches to the governor of Nova Scotia, and through him might have had preferment and risen in the service, but he preferred the stagnation of Preston to a sailor's life. He married, had a large family, and settled down as a mechanic or common labourer in the village.

Preston is the birthplace of two of the most distinguished sailors in the British navy—Admiral Philip Westphal and Sir George Augustus Westphal, both sons of George Westphal, Esq., a retired German officer, and one of the first grantees and settlers in the township of Preston. He was of Hanoverian descent, his ancestors being the Counts von Westphal, persons of some note in their own country.

The eldest son, Philip, was born in the year 1782. His early boyhood was spent among the green woods and by the broad lakes of Preston. As early as 1794, he entered the navy under the auspices of the Duke of Kent, as a first-class volunteer on board the frigate *L'Oiseau*. He served twelve months in that ship on the North American and West Indian coast. Afterwards he joined the *Asia* under the command of Captain Murray, and was again employed in North America until the end of 1800. He then became master's mate on board the *Blanche*, and in

her took part in the battle of Copenhagen on the 2nd April, 1801. Three days afterwards he was appointed to a lieutenancy, and was transferred to the *Defiance*, flagship of Sir Thomas Graves. He was next appointed to the *Amazon*, and in her saw active service in the Mediterranean; after which he accompanied Lord Nelson to the West Indies in search of the allied fleets of France and Spain. In 1806, he took part in a long fight which resulted in the capture of two of the enemy's vessels. He afterwards served on the coasts of France and Spain. In 1812, he was made first lieutenant of the *Janson*, and again served with honour on the North American station. In 1815 he was transferred to the *Albion*, under Sir George Cockburn, and was soon promoted to the rank of commander. His last appointments were to the frigates *Warspite* and *Kent*. He was made a captain in 1830, and in 1847 was admitted to an out-pension in Greenwich Hospital. He obtained flag rank in 1856, and became an admiral on the retired list in 1865. His wife was a daughter of a Mr. Davis. The latter was a Welshman who held a position in the commissariat department and who went with one of the regiments to settle some Indian troubles at St. John, N. B. Davis Point on the St. John River, is named for him. He had three sons, all in the navy, and two daughters. Ellen, the

elder daughter, married Capt. John McNab, of the Nova Scotia Fencibles, the father of the widow of the late Hon. Joseph Howe; and Frances, the younger, married Philip Westphal. Ellen was born on 8th February, 1777, and died on 29th November, 1858. She is buried in the public cemetery, Dartmouth.

At the time of his death, Admiral Westphal was the oldest commissioned officer in Her Majesty's navy. He lived for several years at Bembridge House, Ryde, Isle of Wight, where he died on the 16th March, 1880, aged ninety-eight years. He left no children.

George Augustus Westphal, the second son, had even a more distinguished career. He was born in 1785. Like his brother, he entered the navy at a very early age in 1798,* under the auspices of the Duke of Kent. For a time he served on the North American station. After that, he joined the *Victory*, which bore Nelson's flag, and in her took part in the glorious battle of Trafalgar, where he was severely wounded. He laid in the next berth to the dying hero, whose last moments he witnessed. In 1806, he was made lieutenant, and was employed on the

* Rev. G. W. Hill in *Nova Scotia and Nova Scotians* (Halifax, 1858, p. 29) says that 1803 was the year when he entered the navy.—*Ed.*

North American and West Indian station, and Mediterranean station, until 1813, when he attained the rank of captain of the *Anaconda*, a frigate captured by himself and purchased into the service. In her, he took part in the attack on New Orleans, where his ship was so injured that it was unfit for further use. He obtained his post rank in 1819, and served in various ships until 1834. He was knighted in 1824 for his many gallant and distinguished services against the enemy. In 1846, he was appointed aide-de-camp to the Queen. He had been three times wounded, eight times gazetted for signal service before the enemy, and had been more than one hundred times in action. He lost his right hand in 1813, when his ship under the command of Sir George Cockburn was off New Orleans.* The Americans were firing from behind the houses and trees, when Lieut. Westphal by the Admiral's orders held out a flag of truce and called upon them to desist. They took no notice of the request, but aimed and shot him through the very hand which bore the signal. He was twice married; first, in 1817, to the widow of W. Chambers, and again, in 1849, to the widow of G. A. Gore, who survived him, and by whom he had one daughter who died in

* Hill says it was at Havre de Grace.—Ed.

1870. He died on 12th January, 1875, at his residence in Brunswick Square, Brighton, England, in his ninetieth year. He was the last surviving officer of those who had been on board the *Victory* at Trafalgar. Once after entering the navy and while still a very young man, he visited Preston, and expressed his regret that he could find so few to recognize him of those whom he knew when a boy. He also mentioned his difficulty in finding the haunts so familiar in his childhood. He had left the village when only thirteen years of age, and no doubt the glamour of memory gave an illusion to the playground of infancy, which was not so discernable when visited after years of battle and victory.

Another distinguished resident of Preston, who, although not a native, spent several of his early years in the quiet of this township learning the secrets of Nature in her forests and by her streams, was the grave and wise philosopher whose history is told in the following sketch.

In the year 1785, the Rev. Titus Smith was called to preside as an elder over a church of a sect called Sandemanians, then formed in Halifax. He settled upon a farm in Preston. His family consisted of four children. Titus, the subject of the following biography, was the eldest. He was born, 4th September, 1768, in Granby, Massachusetts.

The other children were, Rebecca, born in 1771, Sylvester, in 1773, and William, in February, 1777. They all returned to the United States except Titus.

The elder Titus was a very remarkable man. He graduated at Yale in 1774,* and took his degree in theology in connection with the Presbyterian body. In 1756 and 1757 he was a volunteer fighting the Indians on the frontier. After leaving college in 1765, he, for three years, was a missionary to the Six Nations Indians who were in what is now central New York. He corresponded with Dr. Priestley and followed him through all his investigations and discoveries in the science of chemistry.

* L. M. Boltwood in the Family Genealogies appended to Sylvester Judd's *History of Hadley*, (Northampton, 1863, p. 571), says that Titus Smith (the elder) was born on 23rd June, 1734, and graduated at Harvard College in 1764. This date agrees better with the statement that after leaving college in 1765 "he for three years was a missionary to the Six Nations Indians." He was the son of John Smith, the son of John Smith ("Orphan John"), the son of John Smith, the son of Lieut. Samuel Smith, who sailed for New England on the last day of April, 1834, in the *Elizabeth* of Ipswich. A full genealogy of the family will be found in the *History of Hadley*. I have been told that Washington knew the elder Titus, and when the Revolution broke out, the great general came to him, and knowing his chemical skill, urged him to make gunpowder for the use of the rebels. Smith knew how to prepare it, but being a loyalist, refused to do as he was requested, and Washington had to go elsewhere to obtain his powder. I have also been informed, that an uncle of the younger Titus, was the original of Cooper's Hawk-eye. He was a mighty man in Indian warfare.—*Ed.*

He was a skilful botanist and an able mathematician. He contributed to the periodicals of that day, many articles on scientific subjects.

Sylvester returned and settled on a farm near Preston, married Hester Wisdom, had a large family, but was killed by an accident when in the prime of life. He was a carpenter by trade, was poetically inclined, familiar with the Greek and Latin languages, made for amusement translations from Homer, and wrote Latin verse.*

William settled at Watertown in the northern part of the state of New York. His childhood and youth were spent in Preston, and his subsequent history shows that he rose to be a man of some mark. At the age of nineteen he obtained leave from his parents to return to the United States, where he began life in earnest in a log-camp on Black River, afterwards called Watertown. It would take too long to follow him through an extended life and to tell how he farmed his new land and made potash, worked as a cooper and as a stone-mason, raised a company of volunteers during the war of 1812 and was appointed captain, subsequently built and worked a cotton factory, a

* Sylvester lived in the house which still stands on the northern side of the present road to Preston, nearly two and a half miles from the town of Dartmouth. It is the first house westward of York's.—*Ed.*

foundry and a factory for making agricultural implements. He did not accumulate a fortune, but he left Watertown a lasting memorial of his marvellous industry and enterprise. He was a true man, made of the real stuff men should be made of ; rarely met, however. He died in November, 1858, at the ripe age of eighty-two years. A long obituary notice in the *New York Reformer*, observes, "It may with truth be said, that he found Watertown an insignificant hamlet in the midst of a howling wilderness. He left it, through the improvements which he was mainly instrumental in bringing about, a large, prosperous and wealthy village, one of the most beautiful in a land of beautiful villages, and distinguished for its mechanical skill in an age of mechanism."

We must now turn to the remaining son, who is the chief subject of the present remarks.

Titus Smith lived with his father, read classics, studied botany, cleared land, felled timber, made drains, and built stone-walls. His cleared land and stone-walls are still to the fore.* The books he read on natural history, were mostly in Latin. They were such works as C. H. Persoon's *Synopsis*

* Titus left Preston about 1797 or 1800, and resided afterwards at the Dutch Village, Halifax. His house at Preston was just west of Salmon River, near Mr. W. Silver's present residence.—*Ed.*

Plantarum, and the *Systema Natura* of the great naturalist Linnæus. In May, 1801, he received instructions to make a tour of the province, and to report the result to the government. These instructions, being of some historical value, are given below.

To Mr. Titus Smith, Jr.,

SIR:—Government having expressed a desire that means should be adopted in this province, to encourage the growth of Hemp; at the recommendation of a committee appointed for that purpose, I have thought it proper to accept your offer, jointly with Mr. Carter, to make a survey of so much of the peninsula of Nova Scotia as can be accomplished within the periods herein limited, and you will take the following instructions as your guide.

1st. You will consider your engagement to expire at the end of fifty days, reckoning from the day on which you shall set off, unless renewed by our express order, in writing from myself or the secretary of the province; for which service you shall receive eleven shillings and eightpence, Halifax currency, each day for yourself, and eight shillings each day for Mr. Carter, during your actual services, in full for your pay and every contingency. You will contrive to be so situated on or a little before the fiftieth day, as to hear from me or the secretary of the province.

2nd. Your principal object in this survey will be, to visit the most unfrequented parts, particularly the banks and borders of the different rivers, lakes, and swamps, and the richest uplands, for the purpose of discovering such spots as are best calculated for producing hemp and furnishing other naval stores. You will make your remarks on the soil, the situation of the lands, and the species, quality and size of the timber; the quantity of each sort also, and the facility with which it can be removed to market. The thickness and length of mast timber you will attend to in an especial manner; and in every place which you shall

deem calculated for these purposes, you will, as near as possible, estimate the quantity of acres, the possibility and means of rendering them fit for cultivation, either by banks, drains or otherwise.

3rd. You will receive from the Surveyor-General such a map of the Province as our present knowledge of the country can furnish; you will endeavour, as far as lies in your power, to correct any errors in it, and on your return you will deliver to me the same with another containing these corrections and the route which you shall have gone distinctly placed on it.

4th. You will in the first instance, go to the eastward of this harbour to the spot from whence issue the heads of the Rivers Stewiacke, Musquodoboit, and Saint Mary, and wherever else, in consequence of the information you may receive, you may be led to suppose the objects of your inquiries are to be found. Having examined the eastern side of the Province, from the Shubenacadie, the Dartmouth Lakes, and the harbour of Halifax, you will proceed to the western side and examine the lands about the River Saint Croix, and the land of St. Margaret's Bay and thence along the northern side of Chester, Lunenburg, Liverpool, Shelburne, and Argyle, as far as Yarmouth, and the heads of those waters which empty themselves into the Atlantic. You will endeavour to examine Lake Rossignol, and will consider it to be a very principal object of your tour. You will trace those rivers, as far as anything desirable is to be obtained from such an investigation, towards their mouths, which empty themselves into the River Annapolis or the Basin of Minas; and if within your power, without losing much time, you will examine the mountains which run parallel to the Bay of Fundy, to the southward of the Annapolis River. The last object of your researches will be the inland country situated between Bramshag [Rhemshag?] and Bay Verte in the N. E. and the Basin of Minas in the S. W.

5th. What is expressed in the second and fourth articles of these instructions, you will consider as your principal objects; but if in the course of your travels you should meet with any other objects in natural history, or

find any inducements of importance, the investigation of which is evidently for the benefit of the public, you will use your discretion, provided they do not occasion any essential delay or in any respect draw you away from the main objects of your research, which must not on any account be sacrificed or even impeded.

6th. You will not omit to give me every information in your power by the fourth day of June next, after which you will forward your intelligence by every favourable opportunity. In order to facilitate the present design, I have given directions to the secretary of the Province to deliver you a circular letter, directed to all magistrates and other persons throughout the province, to afford you all the assistance in their power; but you will take care not to require anything from them which shall occasion an additional expense to the government.

7th. Your communications will be in the form of a journal, with reference to notes at the end, which will contain the detail. You will always make use of the names used by the present inhabitants, and refer to a table of Indian and French names and terms, with a view of correcting the arbitrary names of late years introduced in the maps of this province.

J. WENTWORTH.

Halifax, Nova Scotia, May 2nd, 1801.

The tour was made and the foregoing instructions fully carried out.* Possibly few or none of the American colonies had a more full account of their uncultivated land and natural history, particularly botany, as Nova Scotia had in 1802 after the

* Smith's journal of this survey is preserved among the archives of Nova Scotia, volume 380. It contains a great amount of information. The original of the missing part, will be found in the form of a well-filled note-book, among the books bequeathed to the N. S. Historical Society by Dr. Akins. Smith's map of the survey is also in the same collection.—*Ed.*

completion of this survey. Reference to the manuscript report in the archives of the province, in which will be found a concise history of the trees, shrubs, etc., of the country, will show the careful manner in which he carried out his orders. The map returned to the governor with the report, was the only general one of the province until 1835, when a new map was constructed under a special grant from the legislature.

From 1802 onward for forty years, Titus Smith was employed on surveys in every part of the province. This gave him an opportunity of forming a remarkably accurate knowledge of the natural history of the region and its resources. He had much experience among the fishermen around our coasts, and his knowledge of the fishing industry and the commerce associated therewith, was most thorough. A merchant who followed his advice, could hardly fail to be successful. His extensive knowledge of the province is well manifested in the published report of his evidence before the Durham commission of 1843. One who often conversed with him previous to a general election, has remarked that his forecasts with regard to the ultimate result, were invariably correct. His ability for remembering a great many things at one time, and coming to correct conclusions, amount to genius. He con-

tributed with no stinting hand to the newspapers and other periodicals of Halifax, for upwards of forty years, on every useful subject, more particularly agriculture, rural economy, education, chemistry, geology, and botany. He also delivered lectures in the old Mechanics' Institute, on all those subjects. For many years he held the position of secretary to the Central Board of Agriculture, and during part of the time, conducted an agricultural periodical.

He was designated "the Dutch Village Philosopher." This title had reference to his intellectual character and also to the locality where, after leaving Preston, he resided for fifty years. Not only was he considered an oracle in the neighbourhood, but his fame also extended over the whole province, and was likewise recognized by many both in old and New England. He corresponded with Dr. Graham of Edinburgh, F. André Michaux of Paris, J. C. Loudon, and others. His lectures were generally printed in pamphlet form. A perusal of any one of them will satisfy the reader that the author was an original thinker. In truth he was an original man in every way, and some one, Carlyle I think, has said that one original man is worth ten thousand modern imitators.

Murdoch, in his *History of Nova Scotia* (vol. III, page 220), writes of him thus: "Mr. Smith was

remarkable for the vast and varied information he acquired in botany, natural history, etc. With a familiar knowledge of most that nature and books could teach an inquiring mind, he united the unfeigned simplicity and kindness that rendered him an agreeable visitor, as well in the families of our citizens as in the cottages of the most humble.

The following extract is from a letter written in March, 1850, by William Smith, a younger brother of Titus, and printed in the *Transactions of the N. S. Institute of Natural Science*, volume I :—

My brother Titus became an early reader under the teaching of his father. When four years old he read English books with facility. He had at a very youthful age, the advantage of a good private school kept by a Mr. Daniel Humphrey, a graduate of Yale College. At seven, he had gained considerable proficiency in Latin, and at twelve, could translate the most difficult Latin authors, and had also made good progress in the Greek. In youth, he evinced no desire to mingle in the amusements of children, but always sought the society of those from whom he could derive knowledge. His earliest desire appeared to be to perfect himself in the knowledge of languages such as Latin, Greek, German and French. He was more attached to biographical history than any other reading. As it was the constant practice in my father's family, that one should read aloud and the rest hear, when the book was in a foreign language it always fell to the lot of Titus to be the reader. Often have I listened with pleasure while he read the Commentaries of Cæsar from the Latin text, which he did with great facility. He became early attached to mathematics and astronomy, in which he had gained some proficiency, owing perhaps to a constant cause, always with him and operating through life, namely, an entire

absence of desire to engage the mind in the ordinary amusements that too often draw the mind from the matter in hand. I think it may with literal truth be said of him, that from two years of age he was never known to cry and seldom to laugh. I never saw him angry and rarely much elated. With an even temperment, he pursued whatever he undertook until it was accomplished. About the year 1790 or 1791, my father was furnished by Governor Wentworth with a complete set of the botanical works of Linnæus. From this time until I left home, much of the flowering season of the year was devoted to botanical studies, of which his father also was passionately fond. From that period onwards for more than half a century, I have no personal knowledge of his progress; but what may not the mind of man accomplish when the key to knowledge is obtained and the store-house unlocked, and Nature's works are placed in view of an eye that is not diverted or drawn aside by the countless trifles that beset us on every side!

Titus in early childhood had lived a few years in the city of New Haven. While in that city, the most of those who visited his father's house were men of letters, and disputations on religious subjects were very common. From this place his father removed to Long Island on the Sound, nearly opposite the city of New York; and soon after, into the city. There is nothing remarkable in the surrounding scenery of either of the places of his early residence. He was not made for a painter nor a poet: matter of fact, things of real life and not of imagery, claimed the greatest share of his attention. He was always liberal, setting no very great value on wealth, except so much as was necessary to supply the ordinary wants of life. He thought but little of high birth or titles of honour. I think he only valued men by their knowledge and goodness.

His views of the supernatural origin of the Christian religion, were clear and strictly in accord with divine revelation, ignoring all traditions of men.

In the formation of his mind, the sublime and the marvellous were as largely developed as causality, and thus he saw a harmony and beauty in all nature, which capability is only the gift of a few souls. He was a cheerful giver. His great simplicity and earnestness made him a character easily to be understood; but at the same time so keen a physiognomist was he, that it would have been difficult indeed for anyone to mislead or deceive him. The fluency with which he read and translated Greek, Latin, and French, was considered wonderful by scholars.

"I only made his acquaintance," writes his son-in-law, Mr. Hendry, "late in life, when he was an old man, but his manners and conversation were very youthful. He often recited in my hearing long poems from Hesiod—probably portions of the 'Works and Days'—and from other classical authors. In conversation, his sentences and illustrations were long, whereas in writing he was short and concise, his desire then seeming to be to crowd much information into as small a space as possible. The retentiveness of his memory was very wonderful. In conversing on subjects of theology, I often heard him repeat a whole chapter; generally he repeated the paragraph which illustrated the view he was inculcating. If the subject of conversation was

history, he talked as if reading from a book; or if it took such a turn, he would repeat, without any apparent effort, a whole scene from one of Shakespeare's plays. It was after they removed to Preston that his father purchased an edition of that dramatist, and he told me that he read the whole book through at one sitting. My late wife, his youngest daughter, and her sister, Mrs. John Bayer, who was seventy-five years old in 1886, have told me that they never heard their father complain of fatigue nor saw him lie down during the day time—a custom indulged in by many, some from laziness, others from a constitutional tiredness."

In the fall of 1849, he had an attack of jaundice which he tried to ward off by taking more than his usual exercise. He was most unwilling that his wife and daughters should know of his illness, for fear it should alarm them. In spite of his efforts, the disease became worse, and he died at the Dutch Village on Friday, 4th January, 1850, the anniversary of his marriage forty years before.*

* He was interred in a small burying-ground of his own, in which he had allowed the Dutch settlers to bury their dead. This is in the woods between Forrest's tannery (at the Three-Mile House) and the Dutch Village, near Halifax. A granite monument records the name, date of death, and age, of one of the most learned and most unobtrusive men the province has ever produced—a man

He was always beforehand with work. Up to the time of his death, and for years previously, he prepared a weekly article on agriculture for the *Acadian Recorder* of Halifax; and at the time of his decease he had several weeks' matter ready for the printer. The youthful and cheerful character of this man, may be gathered from the articles written by him in his eightieth year. A description of a cattle-show at Kentville, composed for the *Morning Chronicle* the day after the exhibition in the autumn of 1849, is as boyish and sprightly in tone, as the reflections and advice are wise and appropriate.*

Another of the early settlers of the immediate neighbourhood of Preston, was Mr. William Mott, the progenitor of the Mott family. He was an Englishman who came with a company of artillery to Halifax in the early days of the settlement. He

whose like we shall never see again. I extract the following from an obituary in the *Acadian Recorder* of 12th January, 1850:

We think Mr. Smith was utterly incapable of provoking enmity in any human heart. Apparently he recognized no distinction in the rank of individuals, but such as vice or virtue makes—never changing his demeanour in addressing any person, whether exalted or humble, intelligent or ignorant. Though unaffected in his address, he was invariably affable and gentle towards all with whom he had any intercourse. Indeed he was 'in wit—a man, simplicity—a child.' Had circumstances placed him in a different sphere, we believe he possessed one of those giant intellects which is the production of an age, and capacitates its possessor to figure prominently in the world's history. But his was a different lot, and if it was cast among the humble—if the influence he produced is destined in a great measure to be local—his memory is less likely to be defamed by those who attribute all deserved repute to the promptings of pride and selfish ambition. There are few of our citizens who were not familiar with the simple habit*, the benevolent features, and the venerable mien of this worthy and remarkable man.—*Ed.*

* I am indebted to William A. Hendry, Esq., for the whole of the preceding sketch of this remarkable man.—*Author's Note.*

soon left the army and went into business in the town. There he remained for some years in the pursuit of his calling. He afterwards obtained a piece of land adjoining Preston, on which he built a house, and removed there with his family. The latter consisted of four grandchildren, whose parents had died some years before. Mr. Mott farmed near Preston until his death.* His eldest grandson, Henry Yeomans Mott, Esq., married a daughter of John Prescott, Esq., of Maroon Hall. He remained on his grandfather's farm for a time, afterwards removed to Porter's Lake, and in 1832 purchased a property on the Eastern Passage Road, in Dartmouth, on which was a valuable brickyard (see page 93.) He afterwards became a manufacturer of cocoa and broma. Mr. Mott represented the county of Halifax in the Legislative Assembly for four years, was a county magistrate for a long period, and died on 31st January, 1866, in the sixty-ninth year of his age. His son, John Prescott Mott, Esq., a wealthy manufacturer and merchant of Dartmouth, was born at the Preston house in 1820. The second grandson, Thomas Mott, Esq., was

* Mott's farm was about a third of a mile to the north-west of Maroon Hall, and on the east side of Lake Loon. The place is actually on the Dartmouth side of the Preston boundary, but as it and Maroon Hall are historically connected with the latter township, rather than with the former, I have let the account of each remain in the essay on Preston.—*Ed.*

educated for, and ordained a clergyman of the Protestant Episcopal Church in the United States. He married and settled in North Carolina, and was rector of a church of that state until his death in 1870. The eldest granddaughter married William Baker of Dorchester, Massachusetts, the celebrated cocoa manufacturer of that town. The youngest was the wife of the Rev. John Clarke, a graduate of King's College, Windsor.

Sir John Wentworth—who was governor of Nova Scotia from 1792 until 1808, and whose name and dispatches form so prominent a part of our provincial history—built a summer house in Preston during the early period of his residence in Halifax. It was situated on the northern side of the road, and to the eastward of Church Hill. There he had a farm on which he employed the Maroons as labourers. The road leading past it into one of the coloured settlements, is still called Governor's Street, and although the house must have fallen more than forty years ago, the place where it stood has been rebuilt and is still known as the Governor's Farm. George Colley, an illegitimate coloured son of the great governor, is still living, and is said to be over ninety years old.* He and his children and their children, as well, still own and live on the property.

* George W. Colley, or Collie, died 2nd Nov., 1893, aged eighty-nine years, two months and seventeen days, according to the death-notice.—*Ed.*

CHAPTER V.

TALES, ETC.

SOME pathetic stories are still remembered by a few of the older people of the place, stories of adventure and domestic tragedy among the early settlers of the old township. The sad death of poor Mary Russell and the drowning of the Jones children, together with the mysterious account of Margaret Floyer, are usually included among these, but as the events took place some distance within the township of Dartmouth, the tales have been told in connection with the latter district.

The early inhabitants of Preston had a great many hardships to encounter especially during the winter season. The district was sparsely settled and the houses far apart; snow-storms were more frequent and violent than now, and the drifts often prevented the farmers from going beyond their homes. In the month of February, an industrious mechanic named Smith, who lived on a small farm beyond Salmon River, had occasion to make a

journey to Musquodoboit.* This was no unusual occurrence, for being a carpenter, he often had work there, and always went to and fro on foot. The way was long and the road little travelled, but when the weather and walking were good, the distance—to use a country phrase—could easily be accomplished “between sun and sun.” On the present occasion, Smith left his home, accompanied by his son, a boy of seventeen, and reached Musquodoboit in safety. As the length of their stay in that place was uncertain, it was understood before they left home that they might be absent several days. On arriving at their destination, they found that they had to go back to Preston sooner than had been expected. After remaining two nights in Musquodoboit, they started to return. The morning was fine. Before noon, however, snow fell heavily; the rough forest roads soon filled up and made walking slow and fatiguing. Night came on before the travellers had gone over two-thirds of the distance. They stopped at a house for a little while, and spoke hopefully of making their way along the track before bed-hour. This was the last time they were seen alive. The

* This story forms No. 6 of “The Tales of Our Village” (*Provincial*, 1852, vol. I, pp. 466-471). The author there says that it occurred less than forty years before the time of writing.—*Ed.*

family at home had no anxiety about them, as they believed they would be detained at Musquodoboit until the end of the week. The night passed, and the day broke clear and frosty, followed by another night of intense cold. When the morning came, labourers broke through the snow in order to proceed with their work in the woods. Smith's elder sons got their team ready to haul firewood. They had gone but a short distance, when they were attracted by a dark object on the snow. It was found to be their father's body lying stiff and cold, half buried under a snow drift. A little further, they discovered their brother. He had evidently perished first, for his father's handkerchief was laid over his face, and his position showed that he had been placed where he lay, by other hands. They had evidently toiled on through the dark, snowy night, until fatigue and cold had done their work on the poor fellows' exhausted frames, only a quarter of a mile from home. Too bewildered by the snow and darkness to recognize familiar places, they had sunk down to die within reach of help and shelter. Many a brave man, in the early days of Nova Scotia, has perished in this manner. The fate of poor Smith and his son seemed all the more sad because it met them almost on the threshold of their home. They were buried in the old cemetery on Church Hill.

A touching story and one that is often told, is that of the lost children—the Preston babes in the wood. Nearly fifty years ago, an Irishman named John Meagher cleared a piece of land and built a house in the woods between Topsail Lake and Lake Loon. A by-road at the east end of the former lake led to the dwelling. He was an industrious man with a wife and children, and was often employed as a day labourer in the forest or at the tanyard. One sunny morning in early April, 1842, his two little girls, Jane Elizabeth and Margaret or Maggie as she was called, wandered away from their home. The former was aged six years and ten months, and the latter, four years and six months. Their mother was ill and unable to be about, and their elder sister, who attended to the wants of the house, did not miss them or see them go away. The day was pleasant for the season, and the little ones with no other clothing but their ordinary house frocks, set off to ramble for berries or mayflowers. The thick woods grew near the house, and once within the forest it was easy to lose the track and go astray. When the father came home in the evening from his work, he found the mother frantic with anxiety for the children who had not returned. It was about ten o'clock on Monday morning, 11th April, when they had left home, and all through that long week,

though hundreds were searching, no trace of them could be found save a few tracks at one place, the print of a small hand at another, and a piece of rag at another. Snow had fallen during the week, and the nights were cold and dreary. As day after day went by, all hope ceased of finding the children alive. The whole sympathy of town and country was excited, and on Sunday, 17th April, some thousands of men of all classes, including parties of soldiers, were searching the barrens and swamps for miles around. On that day at eleven o'clock in the morning they were found.* A shepherd's dog had discovered them, and stood beside the little bodies, barking frantically until he attracted the attention of some of the searchers. When the latter came to the place, they found the children lying in the shadow of a great granite boulder, clasped in each others arms, worn with fatigue and silent in death.

* The spot where the bodies were discovered was just on the east side of a hill called Mount Major on Church's Map of Halifax County (1864), and a short distance west of Lake Major. The children had travelled about four miles. A map was prepared by J. G. McKenzie, and published, showing the supposed course taken by the wanderers. A copy of it will be found in the Legislative Library, Halifax. A contemporary account says that the parents of the girls were confined to their house by sickness on the day they disappeared. The Meagher house was actually a short distance outside of the Preston boundary, but the above story is always connected with the township.—*Ed.*

The elder child had taken off part of her own dress and wrapped it round the younger one, and her sheltering arms were folded about the latter to protect her even in death. The face of the little one was sweet and peaceful, but a volume of agony was written on the countenance of the elder girl. Human love and self-sacrifice in their highest degree, were touchingly apparent in this sister's attitude. As the poor father lifted the dead children from their cold, hard bed, tears fell down many a rough cheek in sympathy for him and the sorrowful mother at home. They were laid in one coffin, as nearly as possible in the same attitude in which they had been found, and on Tuesday, 19th April, a wet, dismal day, the whole neighbourhood followed them to the grave. They were buried in Woodlawn Cemetery, and a memorial stone of granite with an appropriate inscription, was placed over the spot. This stone was ordered and paid for by a few kindly persons whose hearts were touched by the sad story of the suffering and death of the lost children.*

* They are buried, in the western end of the cemetery, near the fence, and about midway between the northern and southern boundaries. In 1891, a white marble monument marked the spot. It bore on one side the following inscription: "Martha, | Margaret, Jane, | Elizabeth & | George, | Children of | John & Jane | Meagher." The comma between "Jane" and "Elizabeth" is a mistake of the stone-cutter.—*Ed.*

For many years, the Hon. Charles Morris and his family made their summer home in Preston. Mr. Morris was the third of that name in Nova Scotia, and a grandson of the Hon. Charles Morris, one of the best known names in the history of Nova Scotia, a sketch of whom will be found in the *Selections from the Public Documents of Nova Scotia*, page 293. Charles Morris, son of Hon. Charles Morris, succeeded his father about 1781 in the office of surveyor-general. He was also an assistant judge of the supreme court, though not a lawyer by profession. On his decease, on 26th January, 1802, his son, the Hon. Charles Morris, the third of the name, became surveyor-general, and was appointed a member of H. M. Council in 1808. (Vide *Selections from the Public Documents of Nova Scotia*, page 293.)

Hon. Charles Morris (the third) in his duties as a surveyor, was well acquainted with the province and particularly with Halifax county. While his children were quite young, he built a house* on the eastern border of Lake Loon, Preston, and there some of their happiest days were spent. It was beautifully situated on a slight rise facing the lovely lake. The placid water, with its clusters of great

* About three-quarters of a mile or a mile from the Preston Road. The Montagu Road now leads past it.—*Ed.*

lillies set here and there, reflected the trees on the shore, and grent loons with snowy breasts and spreading wings floated in the air above, calling to each other in unmelodious, laughing tones, as the night fell and the rain-clouds gathered. All the wild beauty which Nature gives so prodigally to her hidden nooks, was there. It was a lovely sheet of water when summer touched its ripples with sunshine ; it was beautiful in winter, when the blue waves had been bound with frost, and the boys and girls skated over its surface in the silver moonlight, while the merry sleigh-bells rang out as they passed over its snowy highway. Under the fissures of the thick ice, the imprisoned waters muttered hoarsely, like the wail of spirits struggling to be free.

It was no wonder that Mr. Morris with his full household of boys and girls, all ardent lovers of nature, should have chosen for a country retreat this beautiful situation by Lake Loon. Here was fostered that taste for pure, simple pleasures, that love for the woods and the streams, which never forsook the members of this honoured and courteous family, even when the aged forms were bent and the feeble footsteps told that the end of life was near. To the love of nature was added the keen enjoyment of the sportsman. They were all familiar with natural history, knew the plants of the forest,

the haunts of the moose and caribou, and the pools where salmon and trout were hidden. All who knew them, still cherish tender memories of this wise, refined, simple yet peculiar family, the members of which were always kind and agreeable, and most unworldly in nature.

While the Hon. Charles Morris lived, the Lake Loon property was only occupied during the summer months. After his death, his widow and his unmarried children made it their permanent home.

His eldest son, John Spry Morris, Esq., succeeded him as surveyor-general of the province. He was the fourth in succession of the family to hold that office. He resigned it many years before his death, and went to England, where he died in 1881, aged eighty-six years.

The second son, the Rev. Charles Morris, passed some of the early part of his life in the King's service. He was always a man of most studious habits and great scholastic attainments. Although timid and retiring in his habits, yet he united with much courage a great love of adventure. The story of his life would make a pleasant chapter of biography. As has been mentioned, he was a very eager student, thoroughly absorbed in his books. When a young man studying at King's College, he often drove into Windsor with a Greek lexicon in

his hands and the reins between his teeth, utterly regardless of his own or other people's safety. In life he took holy orders, but did not at once enter on parochial work. He afterwards went to Quebec, and in Gaspé in that diocese had a small congregation of English residents under his charge. His ministrations were very acceptable to the people, and his earnest, self-denying life made a great impression on them. Emigrant or gastric fever was then doing deadly work in the hospital at Grosse Island. Numbers died daily, and all were in need of spiritual help and consolation. Mr. Morris immediately volunteered his services as a teacher and comforter of the sick and dying in the hospital. He was very earnest and helpful in the work, never sparing himself, but remaining day and night at his post. His christian charity and self-abnegation commanded the admiration of all. In the midst of his work he was prostrated by fever, and died, after a very short illness, from the effects of that terrible disease. He was pure and simple in life, and of most earnest and unpretending piety. Like the Master he served, he laid down his life for his brethren, and so entered into his rest.

The third son, the Rev. George Morris, studied in England, and was there ordained, in 1821, a clergyman of the Church of England. He afterwards

returned to Nova Scotia and had charge of the parish of Rawdon, where he married and remained several years. There he lost his wife. In 1843 he was transferred to Dartmouth, and was made rector of Christ Church, but was superannuated in 1854, and from that time lived in retirement in Halifax. He was constitutionally indolent and always in delicate health. He was a careful student and ripe scholar, a good writer and judicious critic, and a pure-hearted christian man. He died in October, 1883, in his ninetieth year.

Dr. Frederick Morris, another son, was well known as a medical practitioner in Halifax. Like his brothers, he was very studious. He was also much given to experimental chemistry, and while engaged in this pursuit he unfortunately injured his hand and had to undergo amputation of the part. Although very eccentric, yet he was a kindly and genial man under all circumstances. His death occurred in Halifax.

Edward was in the Crown Lands Department for many years. Very sensitive and reserved, he was a man who rarely spoke outside of his own home, but there he was very much beloved.

James Morris, Esq, the youngest son of this large family, spent the greater part of his life in the excise and custom department both in Yarmouth

and in Halifax. He was a general favourite, always genial and cheerful, notwithstanding ill health and other infirmities. He alone of the family left children — four sons—of whom one succeeded his father as clerk in the custom-house, which office he held until his death.

One daughter of the Hon. Charles Morris was the wife of Rev. Mr. Wiggins of St. John, N. B. The others were never married.

Mrs. Morris died at Lake Loon. Soon after her death, the property was sold, and the old family which had been so associated with all that was best and most pleasant in Preston, removed to Dartmouth and afterwards to Halifax, until one by one they passed over to the great majority.

The purchaser of Lake Loon was an Englishman named George Forbes Thompson, a retired lieutenant-colonel in the Royal Engineers. It was said that this gentleman had come to Nova Scotia to look after, and perhaps settle on, some land granted to him in Aylesford, Kings County; but in reality his purpose was to avoid intercourse with his friends, and to conceal what was afterwards proved to be a great crime.

In early life he had married a German [Spanish ?] lady whose mother was said to have been a Miss Kirkpatrick, sister of the mother of the Empress

Eugénie of France.* This lady has been represented as an amiable and gentle girl, but timid and nervous to an extreme degree. Her husband is said to have been an unloving and selfish man, and under her disappointment in him, she grew depressed and listless. While he was serving with his company in the Barbadoes, accompanied by his wife and family, an insurrection took place among the black population. During the disturbance, one of his children was killed. The poor mother's terror while the riot lasted, and her grief for the death of her child, unsettled her reason, and she became incurably insane. Soon after, Col. Thompson returned to England where he remained for some time. There he placed his children at school and his wife in an asylum. The poor lady was in a very hopeless mental condition, but she was never violent or excited.

Col. Thompson was soon under orders for Ceylon, and remained in that garrison for five years. While

* The mother of the Empress Eugénie had two younger sisters, Carlotta who married her cousin, Thomas Kirkpatrick, and went to Spain, and Henriquetta who married Count Cabarras, and resided near Velez Malaga. They were the daughters of William Kirkpatrick. If Mrs. Thompson was really the cousin of the Empress, the former was the daughter of one of these two ladies. In one part of the evidence it is stated that Mrs. Thompson had been a Spanish lady from Malaga.—*Ed.*

there, he took for his mistress the widow of one of the soldiers in his company. She was a handsome young Irishwoman, very uneducated and ambitious, of violent temper and vindictive nature. She gained thorough ascendancy over the Colonel, and her wishes were to him generally as commands. When they returned to England, she was determined to rid herself of the lawful wife, take the latter's place, and make her own children heirs of the Colonel's estate, which was a considerable one. With this end in view, she encouraged him to embark for Halifax, and on the plea of saving money, persuaded him to remove his wife from the asylum and take her with them, promising to be the demented lady's nurse and guardian. Col. Thompson was as weak as he was wicked. He not only allowed the Irish widow to carry out all her plans, but on arriving at Halifax, introduced her as Mrs. Thompson, and represented his own unhappy wife as her aunt, who being out of health and spirits, they had brought from abroad for the benefit of change.

Col. Thompson visited Aylesford, but on examination his land there was not appreciated, and he determined to purchase elsewhere. After looking about for some time, he decided to obtain Lake Loon. Having bought the property, he furnished the house handsomely, and on 22nd August, 1845,

settled down to the life of a quiet country gentleman. There a son and heir was born, and great rejoicing was made by both parents over the event.* All who visited them were delighted with the polished manners and graceful hospitality of Col. Thompson, and equally surprised at the rough-and-ready style, genuine brogue and other peculiarities of the lady who was called his wife. Soon the little world of Preston began to talk, to wonder, and to suspect. The Colonel and his wife quarrelled frequently, and the servants reported mysterious expressions they had overheard. Then it was said that the poor, gentle aunt was neglected, even ill treated. Weeks went by and the stories gathered strength. Colonel and Mrs. Thompson left home to visit friends, and stayed nearly three days. During that time, the aunt was locked in a very small room, without a fire or any nourishment but frozen food left beside her when her jailors went away. Afterwards, during the occasional absence of the master and mistress, the servants spoke to the prisoner through the closed door.† She told them that she was Col. Thompson's wife, the mother of his chil-

* One or two other children had come with them to Halifax. While in the latter place, they stayed at the Halifax Hotel.—*Ed.*

† This is not altogether supported by the evidence at the inquest. The door does not appear to have been locked, and some of the servants said they had spoken to her a few times in her own room.—*Ed.*

dren in England, and that the woman who had taken her place was most insolent and cruel to her. As time passed, the interest and suspicion increased. Further reports of neglect and ill-treatment were heard. People were anxious and unhappy, but no one dared to interfere. Those who had liked and visited Col. Thompson, avoided him, and all felt that there was a mystery which ought to be solved.

About thirteen months after Thompson's purchase of Lake Loon, light came, in a way least expected. One early September morning, sad news spread through the village: wife or aunt, or whatever the poor thing might be, was dead! The servants said she had pined and drooped daily. Want of air and proper food, of all that could strengthen the machinery of life, had hastened the sorrowful end. They told how she had called for her husband until at last the cruel woman who watched her was afraid to deny her entreaties, and desired him to come in; how he whispered to her in German, drew her poor head down upon his breast, and held her in his arms till all was over.*

* I cannot find authority for this in the evidence. The so-called wife held the poor lady's hand until she died, while a servant girl, Susan Green, stood near the foot of the bed. These were all who were in the room. Col. Thompson apparently was not called into the house until she had expired. He then may have taken her in his arms as related above. She died Sunday evening, about dark, between seven and eight o'clock, 20th September. — *Ed.*

Preston was excited, and hungered and waited for more. Then came the funeral. She was taken to Dartmouth and buried in the old Roman Catholic Churchyard between Windmill Road and Geary Street. This was a new surprise. Col. Thompson and his family belonged to the Church of England; if this poor lady was a Romanist, why was she denied the rites of her church? why allowed to die without the spiritual services of a clergyman of her own faith? The excitement and assertions were extreme. Rumour ran wild. The people and clergy of her own church were at first suspicious, then aroused into action. Finally the poor lady's remains were exhumed and a coroner's inquest held over them. Then, as far as possible, the awful truth came out. Witnesses were called from every class and profession. Some military men then in the Halifax garrison, had known Col. Thompson and his wife when in England, and in spite of the terrible change and emaciation, recognized in the dead lady the person of their old friend. They also told what they knew of her sad life and her loss of sanity. Servants related cruel tales of how she had suffered from the cold of winter and the stifling heat of summer, in a narrow, unventilated room, of the coarseness and scantiness of the food allowed her, until all who heard the stories were

convinced that she had been foully murdered by confinement and starvation.

The verdict of the coroner's jury was not satisfactory to a pitying and indignant people. The jurors stated that they had strong reasons for believing that the deceased lady was the wife of George Forbes Thompson, late Lieutenant-Colonel in the Royal Engineers, and that she had for some time previous to her death not experienced that care and attention which her situation required, and that she had been insane for some years, but they were unable to account for her death.*

Col. Thompson went back to his home, bodily unharmed by the law, but shunned and execrated by all who knew him. He remained at Lake Loon until the next spring, when finding public opinion

* She had died on 20th September, and between ten and eleven o'clock, a. m., on the 22nd, she was buried by Rev. James Kennedy of St. Peter's Chapel. The inquest was held before James Finlayson Gray, coroner, on 29th and 30th September, and on 2nd and 6th October. The entire evidence will be found among the inquisitions in the Prothonotary's Office, Halifax, indorsed, "County of Halifax, Inquisition, Woman unknown, 6th October, 1846, Retd. 10th October, 1846." Those who are interested and wish to judge for themselves, should by all means consult this sworn official record. Although the unfortunate lady is mentioned in the inquisition as "a woman whose name is to the jurors unknown," yet "Catherine Ann Thompson" had at first been written but was afterwards scored out. It may be accepted as her probable name. The story is No. 8 of "The Tales of Our Village" (*The Provincial*, vol. II, pp. 211-217, 267-272, 289-304, 346-353, 379-388, 431-438, 459-469.)—*Ed.*

too strong for him, he and his family returned to England. Once he was seen there by a Halifax gentleman who had known him when he lived in Preston. This gentleman said that the Colonel was looking feeble and careworn, but that he still seemed to take a great interest in Nova Scotia and enquired after many persons he had been acquainted with in that province. Once more he was heard of, and for the last time. He and his wife were keeping a boarding-house in London, and living most unhappily together. She was very intemperate, and he was broken down by loss of friends and the upbraidings of an accusing conscience.

Of course it is impossible to fill in the details of the story. The main facts are true as the they have been here told. Only those who remember the circumstances of this tale of wrong and cruelty, and the great excitement at the time of the trial, can realize how the occurrence stirred and haunted the imagination of the people of Preston.

Soon after this tragedy was ended, the agent who had been left in charge of the property by Col. Thompson, sold it to another well-known military gentleman, Col. George Montagu. This officer had been in Halifax many years before with his regiment, and he was well known and much

liked by all who were acquainted with him. He was connected with the aristocracy of England, his grand-uncle being the Duke of Manchester. He lived at Lake Loon with his family for more than thirty years, improving the property and enjoying its quiet retreat after his years of military service. At last his great age induced him to remove to Dartmouth, where he would be nearer medical help. He died in a house adjoining Findlay's pond, near the First Lake, on 10th January, 1889, in the ninety-first year of his age. His youngest son, Gore Montagu, is the present owner of the property at Lake Loon.

The adjacent part of the country has been brought prominently into notice by the discovery of gold in the neighbourhood. The finding of the precious metal was reported at the Gold Commissioners Office on the 21st day of April, 1863; and up to July 28th, two hundred and three acres of class no. 1 were leased, one hundred and fifty of which were taken by four companies. Numerous auriferous quartz veins, varying in thickness from three to twelve inches, have been discovered. The total yield of gold from 1863 to 1885 was 283,029 oz., 6 dwt., 10 gr. The district is called Montagu, in honour of the late owner of Lake Loon.

The discovery of gold and the working of the mines, have not done very much for the advance-

ment of Preston. A settlement, consisting chiefly of huts for miners and other small houses for labourers, has grown up round the gold fields, but the neighbouring district, though it has passed its centenary, has not greatly improved. A great deal of barren land is in the vicinity of Montagu, and stretches out to Lake Major, a desolate, dreary sheet of water, set in a cold, barren swamp, with gaunt skeletons of bare, bleached tree-stumps rising like tombstones from the great grave of stagnant water.

Among the notable characters at some time resident in the place, was Sir John Oldmixon. He was an eccentric English knight who came across the sea and made his home in this new land. Although possessed of some fortune, he held aloof from society, and amused himself with gun and fishing-rod in summer, and with books in winter. He was made a county magistrate, and administered justice with much fairness. He afterwards settled in Sackville, near Bedford Basin, where he died.

Mary Molyneux was among the first grantees of Preston.* She was of English descent, and the wife of a half-pay army officer. As the grant

* According to an old plan, water-marked 1795, Molyneux's house was on the western side of the Salmon River and on the north side of the road leading to Church Hill. Mr. W. Silver's residence is near the place.—*Ed.*

was taken in her own name, we must suppose that Mr. Molyneux was not a responsible person. At all events, after he became a resident of Preston, his manners were not such as to endear him to his neighbours. He was very intemperate, and on those frequent occasions when his better judgment was obscured by stimulants, his wife came in for an unpleasant share of his attention. It was his custom to beat her most unmercifully, and the poor woman generally took refuge in the hay-mow until her tyrant had recovered his senses. At last he suspected where her retreat was, and arming himself with a pitch-fork, plunged it violently into the trusses of hay which spread over the mow, exclaiming with each thrust, "This will bring you out!" It did, and in future she had to seek some less treacherous refuge.

At last he died, and his wife lived on alone in her little cottage, bent and decrepit. She was always very eccentric, and in her old age was most witch-like in appearance. Her house was built on a sunny knoll near the bank of the Salmon River. Boys were her natural enemies, and in guarding her apples and her garden, she was kept in perpetual warfare. As a farmer, she did not prosper, and some years before her death her property passed out of her possession by mortgage. She lived on till the

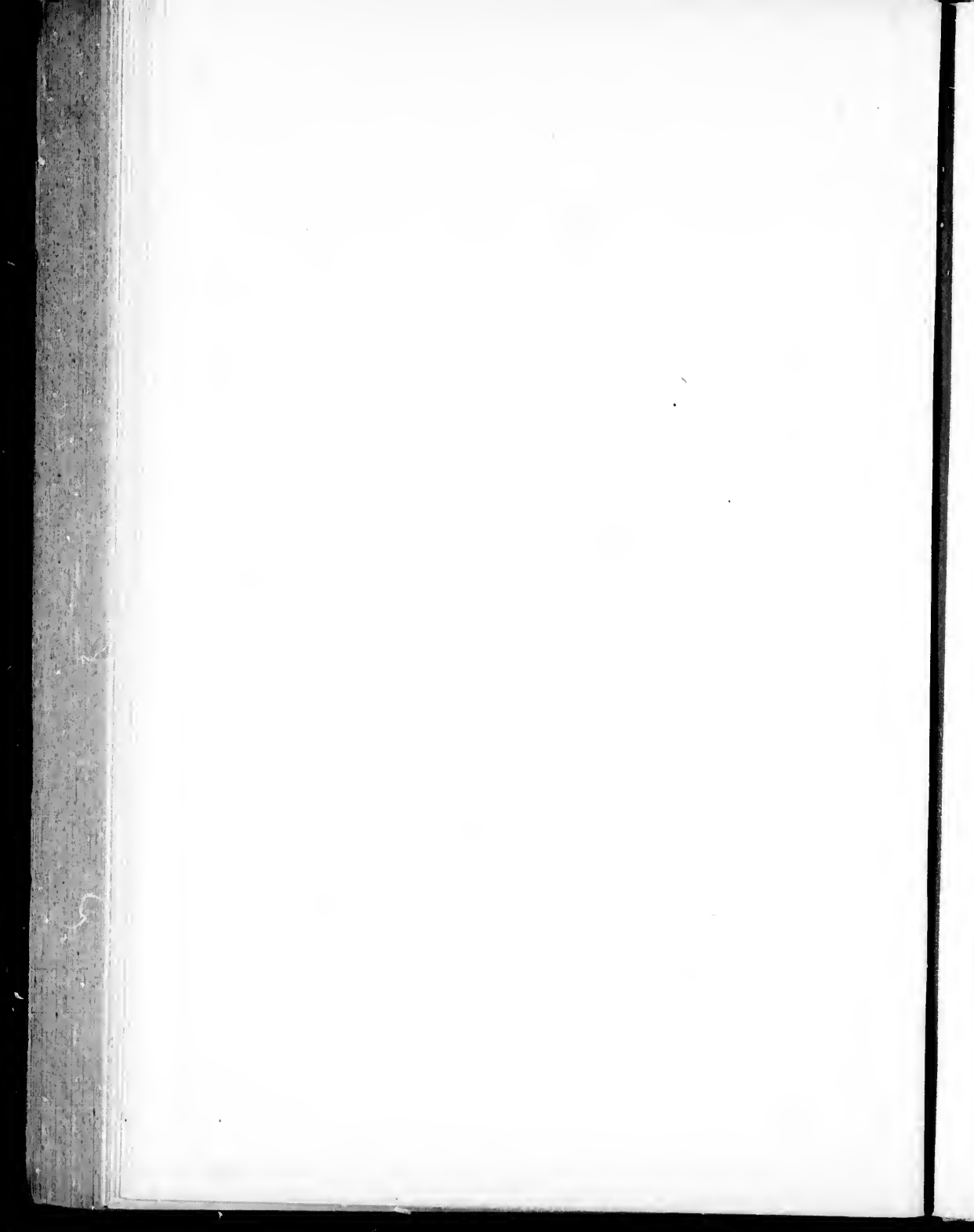
end, however, in the house she had built and always occupied in Preston since she came across the sea in one of the early transports, a young, hopeful woman, to bury her youth and anticipations in Nova Scotia.

The early settlers and their descendants who once peopled the pleasant township of Preston, were a simple, quiet race. Nearly all of the old families have died out, or else have gone away to other scenes; and those who lived in the place during the middle of this century, can hardly recognize the names and faces of the present inhabitants.

Time, which brings change to all things, has altered but not improved the place. At one period, it promised to prosper and increase, but its growth has been slow, and its prosperity is among the things to be. In the years to come, when the Old World has filled every nook and corner of Canadian land, the pleasant fields of Preston may be set by smiling homesteads, and the whirr of machinery and the screech of the steam-whistle may be heard beside her lakes and along her highways. Her sister township of Dartmouth is full of stir and progress. This activity should naturally extend to Preston, and fill her waste lands with life and enterprise. Our work has been with the past; who can foretell what the future historian will have to record!



HISTORY
OF
TOWNSHIP OF LAWRENCETOWN.



HISTORY OF LAWRENCETOWN.

THE Township of Lawrencetown was formerly known by its Indian and French names, Wampack, Tawbooshomkee, Magonshish and Shezetcook or Chezzetcook. In the year 1754, Col. Lawrence, then administrator of the government, with a view to promote the settlement of the country, and finding that there was good meadowland at the harbour some twelve miles to the eastward of Dartmouth, had a survey made of the place, the boundaries defined, and the districts staked off. The intended township was about four leagues east of Halifax. It commenced at the confluence of Smelt Brook with the north-east branch of Cole Harbour, and extended as far as the Falls of Chezzetcook River. Henceforth it was known by the name of its founder, Lawrencetown.

The township was granted to twenty proprietors.* The grant consisted of twenty thousand acres of land. The names of the original grantees were as follows: John Barker, William Drake Spike, John Hussey,

* The grant is dated 10th June, 1754. The original will be found in Book 2, page 319, at the Registrar of Deeds Office, Halifax. A copy is in the Crown Lands Office.—*Ed.*

John Collier, Robert Ewer, Richard Bulkeley, William Nesbitt, George Saul, Rev. John Breynton, Arthur Price, John Taggart, William Magee, Robert Grant, David Lloyd, Robert F. Walter (or Walker), Richard Wenman, Matthew Barnard, Benjamin Green, Jr., John Baxter, William Morris.

These proprietors undertook to settle twenty Protestant families there, and the Governor promised to build a block-house and to protect the place with a military guard. The twenty families each received one thousand acres of land. The grant extended from Chezzeteook to Cole Harbour.

In May, 1754,* two hundred regulars and some rangers were sent to guard the people engaged in the work of clearing and settling. The soldiers cut a road from Dartmouth to the new town, which was to be on a small peninsula about ten miles from the former place. The isthmus of this peninsula was picketed in, and a block-house erected within the palisades. The promise of protection was thus fulfilled, and for a time the settlement remained under proper defence.

Lawrencetown was described in March, 1755, as "a large palisaded square and Blockhouse situated upon a point of land near the Harbour of Musque-

* This must have been in May, 1755, for the grant was dated June, 1754, and was not registered until December, 1754.—*Ed.*

daboit [sic] about 4 leagues by water eastward from Halifax with which there is a Communication by land from Dartmouth, distance about 12 or 14 miles. This is a Settlement undertaken by a Company of Gentlemen, and protected by the troops from the incursions of the Indians who live a good part of the year in that neighbourhood." ("Remarks relative to the Return of the Forces in Nova Scotia," 30th March, 1755; vide *Selections from Public Documents of N. S.*, page 402).

The stipulated twenty families were all settled in Lawrencetown by the associate proprietors, and maintained at their expense. These persons promised to become useful settlers, as they were frugal and industrious. It may be here observed that the original grantees of Lawrencetown, received extensive grants of land in other parts of the province.

All went well with the new township for two or three years. Then the troops were withdrawn and the stockaded fort and public buildings were ordered to be demolished. The date of this resolution was 25th August, 1757. Gen. Hopson, then commanding the troops in Nova Scotia, ordered the withdrawal. The proprietors, who received no compensation for this harsh conduct, abandoned for a time all connection with the place, and the township remained in a most neglected condition for a long period. In 1763,

there were only three families in Lawrencetown; 500 acres were cleared, and 19,500 were woodland. At intervals a Scotch or German family would purchase a small farm and settle down to hard work, but in the year 1808 there were only fifty inhabitants in the whole settlement.

Previous to the date of the first grant, a few French families had doubtless occupied the vicinity of Lawrencetown. Murdoch, in his *History of Nova Scotia*, (vol. II, p. 210), says that in 1752, Mr. Morris, the surveyor, had gone to what was then called Musquodoboit—now Lawrencetown and Chezzetcook—escorted by Capt. Lewis and twenty rangers. Morris, in his report to the governor, mentioned the ruins of a French settlement, at what is now Lawrencetown, and another at Chezzetcook. At Lawrencetown he found the stones of two chimneys lying on the ground where the houses had been burnt down, two thatched barns made of logs, and a spring of water. The presence of a French settlement at Lawrencetown, would account for the growth there of willow and other trees not native to the soil.

Of the original grantees, Benjamin Green, Jr., retained the lands for his own use and bequeathed them to his descendants. He was a son of Benjamin Green, Esq., government secretary at Louisbourg

and afterwards member of the council at Halifax, and treasurer of the province. Benjamin Green, Jr., was a man of considerable historical interest; he was unanimously elected representative of the county of Halifax in 1782, and succeeded his father as treasurer of the province in 1763.* He died suddenly on 2nd December, 1793, leaving a widow and thirteen children. Of these Henry, Joseph, Susan and Elizabeth settled in Lawrencetown. These four are all intimately connected with the meagre history of the place, and several of their descendants still hold and live on the same lands which were granted to their grandfather in 1754.

Susan Green married Capt. Samuel Parker, an Englishman then serving with his regiment in Halifax, but who afterwards retired on half-pay and settled in Lawrencetown. They were the parents of Capt. William Parker who fell at Sebastopol in 1855, during the Crimean War.

At the public inauguration of the memorial erected in 1860 by the people of Halifax in the cemetery opposite Government House, to the memory

* Murdoch (vol. II, p. 473) says this was in 1768. Compare, however, his words on page 119 of volume III, with those on the page just mentioned. For a biographical sketch of the elder Benjamin Green, see *Selections from the Public Documents of N. S.*, p. 569. — *Ed.*

of Capt. Parker and Major Welsford, both Nova Scotians who fell in the same gallant action, the Rev. Dr. Hill gave the following sketch of the Lawrence-town hero :—

“Capt. Samuel Parker of the 64th regiment was the father of the subject of this very brief notice. This young man was born at Lawrence-town, near Halifax, and was educated at Horton Academy under the Rev. John Pryor. His mother, who had become a widow, obtained a commission for him in October, 1839. He was gazetted as ensign in the same regiment in which his father had obtained his company, and was for a short time stationed in Halifax. He was a member of the St. George's Society in this town. In February, 1843, Parker became lieutenant, and exchanged to the 78th Highlanders. For twelve years he served in India, and was promoted as captain to the 77th Regiment in January, 1855. He enjoyed his rank only a few months. On the 3d of September, he had an opportunity of showing martial bravery, and he fully manifested it. Having accompanied Capt. Pechell of the same regiment, a gallant young officer, to post some sentinels in the advanced breast-work near the Redan, the whole party, with the exception of Capt. Parker and one man, was killed by the enemy. Having sent this man to report the circumstances, a number of Russians rushed out from the ranks to make him a prisoner, when he ably defended himself, shot two of them with his revolver, and eventually succeeded in bringing into camp the body of his friend. For his conduct on this occasion, he is said to have received the thanks of the general commanding the light division, and was recommended for the Victoria Cross. This brave soldier fell in the final attack on the Redan, on the 8th of September, 1855, in the thirty-fifth year of his age, leaving a widow and three infant children to lament his death.”

Elizabeth Green married William Stawell, a lieutenant in an English regiment then stationed at

Halifax They had a son who is still living in Lawrencetown.*

Joseph Green was a magistrate for the township, and always lived there. He was never married, but kept house and had a good farm at Lawrencetown, where he died about thirty years ago.

Henry Green, another son of Benjamin Green, Jr., was a lieutenant in the Royal Nova Scotia Regiment. After leaving the army, he settled in Lawrencetown on the estate granted his father in 1754. He was married and had several children—one was the wife of the late William Coleman of Dartmouth.

With the Green family, is exhausted all the personal historical interest of the township.

* William Stawell, Lieutenant 98th Regiment, born, 1795, in County Cork, Ireland, was son of Rev. William Stawell, at one time Rector of Kilmalooda, and nephew and sole male heir of Eustace Stawell, Esq., of Coolmain Castle, Co. Cork. Through the latter gentleman, he claimed, and was acknowledged by the family to be the heir to the title and estates of Baron Stawell of Somerton, Co. Somerset, England. Lieut. Stawell served under Wellington in the Peninsular War, and obtained medals for the battles of Toulouse, Orthez, Pyrenees and Vitoria. He came to Nova Scotia in June, 1816, and married Miss Green, 19th November, 1817, at Halifax. He had two sons, William Eustace, who died unmarried in 1876, and Wenman Blankley, who still lives at Lawrencetown. Lieut. Stawell died in July, 1868, and is buried beside his wife, who died in 1854, in the cemetery at Minesville near Lawrencetown. His surviving son, Wenman Blankley, is the undoubted heir to the Stawell title and estates. He has two sons, one of whom is married and resides in Halifax.—I am indebted to A. G. Troop, Esq., barrister, for the above information.—*E.H.*

Lawrencetown is an exceedingly pretty stretch of country, its harbour and beach are much admired by tourists. The soil, especially that of the meadowlands, is fertile and yields good crops. Part of the marsh is reclaimed from the sea by means of a dyke. The following, which relates to this work, is quoted from the Journals of the House of Assembly of 18—: "On 4th March, a petition of the proprietors and those interested in marshlands lying on the eastern river of Lawrencetown, was presented by Mr. Lawson, praying aid in dyking a quantity of marsh-land on that river." "On 25th March, said petition was read, and Mr. Lawson moved that it be referred to the committee of supply. On division, there appeared twelve for and eighteen against the prayer, so the petition was withdrawn."

Subsequently, those interested in this project—persons living in Lawrencetown who were anxious to increase the value of their property—proceeded with the work of reclaiming the land from the sea, by building a dyke at their own expense. William Crook and Henry Green were the engineers-in-chief. Their energy was equal to every condition, and a large area was successfully reclaimed. All things considered, it was a work of magnitude and difficulty. Their descendants receive, each year, substantial benefit in

the never-failing crop of hay, which, though of inferior quality to that of the original marsh-land, is still most valuable for fodder and other farm purposes. More scientific engineers, in our own day, might learn some valuable lessons, which would guide them in greater enterprises, by a study of the work of William Crook and Henry Green at Lawrencetown Dyke—a work which is a monument till this time of their skill and perseverance.

Gold was first found in Lawrencetown in 1862. In common with similar discoveries in the county of Halifax, it was supposed that the presence of the precious metal would at once insure the prosperity of the settlement. Both alluvial and quartz mines were worked for several years in an intermittent way at Lawrencetown and also at Chezzetcook. The results were the same at both places. Miners were kept alternately in a state of hope and despondency. A good find was followed by days and weeks of disappointment. Three crushers were established at Lawrencetown, but their returns were unsatisfactory. More money was spent in opening the mines than was ever afterwards taken out of them; and whatever may be in store for the future prospector, the result up to this date has been most disappointing.

Over the long road from Lawrencetown to Dartmouth, the farmers or their wives drive week by week with produce for the Halifax market. Their butter, vegetables, and poultry are always highly esteemed. Gammon's butter at one time had as good a local reputation as the "gilt-edged" has in the American market.

The people of Lawrencetown are mostly Presbyterians. They have a church and resident minister. The inhabitants now are principally the descendants of Scotch and German families, and very few remain, in a direct line, of the twenty proprietors who once owned Lawrencetown. The Gammons, Bissetts, Robinsons, Gileses, Morashes, and Lawlors, are among the oldest and best known names in the township.

The farm lands are more fertile in appearance than most in Halifax county. At many points the scenery is very beautiful. The proximity of the place to the sea, with its fresh, briny air, sandy beach, and ceaseless rhythm of restless waves, all unite to make Lawrencetown a most pleasant resort.

About New Year, 1798, the schooner *Hero*, Thomas Cunningham, master, was driven by tempestuous weather into Cole Harbour. He and his crew received the most generous treatment from Mr. Mundy, an aged man inhabiting a cottage there, who gave them all the provisions he had stored up

for the use of his family throughout the winter. These supplies Cunningham received on board his vessel, and then started for Sable Island, where on 14th December, before being blown off his course, he had seen about thirty men making appeals for help. At that time he had been unable to render assistance, as the storm had prevented him from reaching the island. Now on his return, he found that the men had been rescued by another vessel. Mr. Mundy's generous conduct deserves to be extolled, in honour of himself and Cole Harbour.

Cole Harbour settlement is a pretty part of the township of Lawrencetown. The highway leading thither passes over some steep hills and often along the very edge of the water. There are some fine farms there, and good sea fishing. One of the first houses in the place was built by Mr. Thomas Beamish, grandfather of Dr. Thomas Beamish Akins of the Record Commission of Nova Scotia. It was part of the Maroon estate which extended across the country to Cole Harbour. The house was long and low, completely shaded by trees, and very gloomy in appearance. Col. John Stewart, a retired army officer, lived there for many years.* He married a Miss

* In an old map drawn on paper water-marked 1795, Col. Stewart's house is shown on the west side of the western boundary of Lawrencetown, and close to where Smelt Brook flows into Cole Harbour.—*Ed.*

Boggs, sister of the late Thomas Boggs, Senr. Stewart was a most cheerful and kindly man, hospitable in the extreme, and a great favourite with his neighbours.

Cole Harbour for many years had a meeting-house which was used by all denominations for the worship of God. Some years ago, the members of the Church of England erected a small church which is now used frequently. They have a resident clergyman who has charge of this and the Eastern Passage congregations.

A great deal of money has been expended at Cole Harbour, in the endeavour to dyke a portion of the low harbour land.* Several unsuccessful attempts having been made, the work was at last thought to be perfect, but the sea rushed in and the whole undertaking was ruined. After these repeated failures, the dyke is at present established, but only small portions of the land have been reclaimed. The quality of the grass raised on the dyke is inferior, and the undertaking has not met with the success anticipated, nor by any means repaid the promoters for their outlay.

* An act to incorporate the Cole Harbour Dyke Company, was passed in March, 1845. (*Vide* Acts of that date, cap. 33).—*Ed.*

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